

(ESTABLISHED 1881)

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Intimations.

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M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of

China said:

“Where Bear Brand Milk is

Known, the public will

have no further complaint as to their milk

supply."

For Sale at **THE SAVOY,**

THE MUTUAL STORES,
and all its BRANCHES.

WATSON & CO., LD.,
and the Agents—

Hongkong, 24th January, 1907.

**X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS;
2, PEDDER STREET, MADAME FLINT, MANAGERESS.**

JUST UNPACKED ANOTHER LARGE CONSIGNMENT
OF
Paris made NOVELTIES, MILLINERY, DRESSES and GOWNS, &c., &c.
We import direct from the "Avenue de la Paix," Paris.

Inspection invited.
We give the best value for your money.
Hongkong, 26th February, 1907.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights
H. HAYNES,
Manager. [76-

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE

ON THE BRITISH CONCESSION. IN THE CHINESE CONCESSION.
F. EDUARD DEAURE PAIRE, **Capt. T. AUSTIN, R.N.C.**
 (late of Australia), Manager. **Manager.**

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCE

EUROPEAN MANAGEMENT.
EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

<p>KING EDWARD HOTEL.</p>	<p>GREENLEIS BROTHERS' CLAYMORE RARE OLD SCOTCH WHISKY.</p>
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A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.

VERY SPECIAL BLEND SCOTCH WHISKY,
\$15.00 per Dozen.
\$12.00 per Dozen.

HOT and COLD WATER throughout.
 ELECTRICALLY LIGHTED. ELECTRIC FANS
 (if required).
 ELECTRIC PASSENGER ELEVATOR to each

PAUL O. OLIVER
 ROYAL MILLERY DRY SPARKLING
 CHAMPAGNE

floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to
MANAGER.

Hongkong, 4th December, 1967	[17]	Hongkong, 11th January, 1972	[18]
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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,363 tons Captain H. D. Jones.
 "POWAN" 3,338 " W. A. Valentine.
 "FATSHAN" 3,300 " C. Lloyd.
 "KINSHAN" 3,295 " B. Branch.
 "HEUNGSHAN" 3,298 " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 tons Captain E. H. Grainger.
 "SUI-TAI" 1,651 " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,190 tons Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 388 tons Captain J. Willox.
 "NANNING" 569 " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 4 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 16th March, 1907.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJIBODAS	JAVA	First half April	JAPAN	First half April
TJIPANAS	JAPAN	First half April	JAVA PORTS	Second half April
TJILIWONG	JAPAN	Second half April	JAVA PORTS	Second half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 12nd March 1907

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

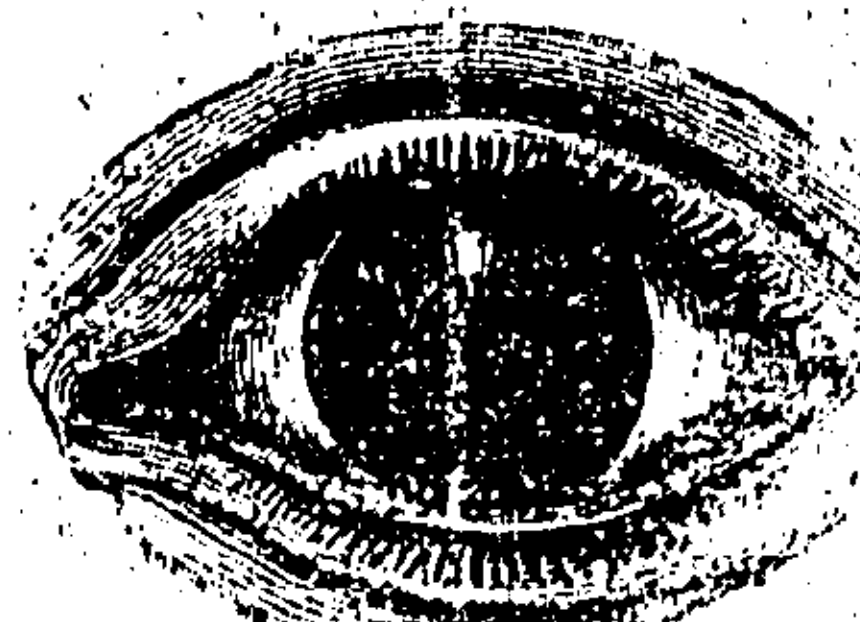
S.S. "LINTAN" AND S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SAMSHU, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC PTICIAN,
 8, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

27, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 27th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
GNEISENAU	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM, second-class passengers only, will be accepted.

ON WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship SACHSEN, Captain Woltemas, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port, calling at SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, GENOA, or MARSEILLES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.

On WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship PRINZ LUDWIG, Captain von Blos, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current slight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$32.0.0
Return	91.0.0	63.0.0	53.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	34.0.0
Return	97.0.0	66.0.0	56.0.0
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	44.0.0	36.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	37.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATE.
PRINZ SIGISMUND	3,302	THURSDAY, 28th March.
MANILA	1,790	SATURDAY, 30th April.
PRINZ WALDEMAR	3,247	THURSDAY, 23rd May.

ON THURSDAY, the 28th day of March, 1907, at Noon, the Steamship PRINZ SIGISMUND, Captain Lenz, with Mails, Passengers and Cargo, (ready to load on TUESDAY, the 26th instant) will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$21.00	\$14.00	\$10.00	Return \$37.15	\$25.50
TO BRISBANE	\$32.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$31.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.55	\$44.55
TO YOKOHAMA	\$80.00	\$50.00	\$30.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$40.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For

YOKOHAMA & KOBE MANILA MONDAY, 8th April.
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 27th March.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, PRINZ BITEL FRIEDRICH, WEDNESDAY, 10th April.
 KOBE & YOKOHAMA
 KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. R. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	\$61.0.0
TO BREMEN	60.0.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	61.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELONERS & CO.

Hongkong, 21st March 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 80 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 378 ft. Width of entrance, top 80.5 ft., bottom 45.5 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 631.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts,

A. L. and Watkins.

Yokohama, May 23rd, 1905.

137

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 31 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. H. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfactory guaranteed as attested by 5,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

146

WANTED IMMEDIATELY.

A DOCTOR for an Emigrant Ship.

Apply to—

BUTTERFIELD & SWIRE

Hongkong, 13th March, 1907.

134

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

CALICO FANCY DRESS BALL.

WEDNESDAY, THE 3RD APRIL, 1907.

IT is hereby notified for the information of

Subscribers and Guests that FANCY DRESS is optional for Guests. It is hoped, however, that Guests will attend in FANCY COSTUME. All names of Guests to be forwarded not later than April the First, to the Secretary.

J. J. BLAKE,

Secretary.

Hongkong, 20th March, 1907.

132

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR.

but with it, saving a doctor's bill or falling into the trap of quackery, may easily, speedily and safely cure himself without the knowledge of a third party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

a complete new remedy has been brought into this department of medical science, which thousands have been returned to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for rheumatism, neuralgia, sciatica, etc., the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary syphilis, eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenicals are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all venereal matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, diarrhoea, dyspepsia and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all disorders resulting from dissipation, loss of coöperation, loss of vitality, etc., which the faculty so persistently ignores, because innocent to cure or even relieve.

THERAPION is used by medical men, and is the only remedy in the world. It is in England and

in order to state which of the three numbers required, and observe that the word "THERAPION" appears on British Government stamps in white letters on a red ground affixed to every package by order of His Majesty's Revenue Commissioners, and without which is a forgery.

Sold by all Chemists.

10

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. F. CARMICHAEL, Esq., to sell by

PUBLIC AUCTION,

on

MONDAY,

the 25th March, 1907, at 2.30 P.M., within his residence, No. 10, Mountain View,

The Peak,

THE WHOLE OF HIS

VALUABLE

HOUSEHOLD FURNITURE,

THERRIN CONTAINED,

Comprising—

TAPESTRY-COVERED DRAWING

ROOM SUITE, TEAKWOOD SIDEBOARD

and DINNERS WAGGON, with GLASS,

TEAKWOOD EXTENSION DINING

TABLE and CHAIRS, TEAKWOOD SIDE-

BOARD and DINNERS WAGGONS, with

GLASS, BOOK-CASES, WRITING TA-

BLES, TEAKWOOD OVERMANTLE

and RUGS, GLASS, CROCKERY and E.P.

WARE, PICTURES, DOUBLE IRON

BEDSTEADS with WIRE and HAIR MAT-

TRESSES, TEAKWOOD WARDROBES

with GLASS, MARBLE-TOP WASH-

STANDS, DRESSING TABLES, SHANG-

HAI BATHS, COOKING STOVE and

UTENSILS, etc., etc.

Also

One COTTAGE PIANO by Collard & Collard, London (in good order and condition).

On view on Saturday, the 23rd instant. Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 21st March, 1907.

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHY.

47 & 49, QUEEN'S ROAD CENTRAL,</

Intimation.

Powell's

ALEXANDRA
BUILDINGS.Children's
Outfitters.

JUST ARRIVED.

FURTHER
CONSIGNMENTof
CHILDREN'S

BOOTS

and
SHOES,Tan,
Black,
White.

MODERATE PRICES.

FROCKS,

SUITS,

COATS,

HATS,

HOSIERY,

&c., &c., &c.,

in

Large Variety.

Inspection Invited.

Wm. POWELL, Ltd.,

HONGKONG,
Hongkong, 20th March, 1907.

THE TRAW TRIAL.

MRS. THAW FORCED INTO TEARS.

(Continued from page 5.)

Then witness related an incident whereby one of White's friends knew of her relations with White. These relations continued until 1903. She told Thaw about them.

Pressed as to why she did not tell her mother of these occurrences, she said she was afraid. White made her swear never to tell her.

DEMAND FOR LETTERS.

A sensation was caused when, shortly after mid-day, Mr. Hartridge, one of the defence counsel, was called by Mr. Jerome, who wished to learn why certain letters written by White to Evelyn were not produced.

Mr. Hartridge declined to answer. Mr. Jerome argued that Mr. Hartridge was not Mr. Thaw's counsel and had no right to withhold the information demanded.

Mr. Delmas said Mrs. Thaw had retained counsel because of certain threats which had been made against her. He added that he had heard that the District Attorney proposed to have her indicted.

Mr. Jerome replied that no such statement had been made, but it was noticed that he did not say there was no such intention.

Mr. Hartridge has been served with a subpoena to produce these letters but he declares that he will not comply.

Among some Paris papers handed to Mrs. Thaw for identification was one which she admitted writing to an unmarried actress.

"Your suggestion that the Tenderloin has immigrated has passed out. Everywhere we go we find shady nooks, Shubert and a lot of others are here. We are dining at the Café de Paris the other evening when the whole bunch came in. We joined parties, and went out to such harmless places as the Dead Rat. There was one jolly man who puts things on the blink wherever he goes. He is 50 years old, but as spry as a chicken. We took him along for fun.

"We made things hum, and started home when the markets were getting busy. Harry bought some strawberries, and I spent the next day cooking them. Harry is getting a new automobile, and as soon as it is ready we are going to Switzerland (cheese) land. Then, when we return, my voice is going to be cultivated. Be good and write me another letter soon. Your letters are wonderful. I have got (name not made public, all worked up about you, so send along another photograph if it is a good one. You must come over soon."

When the Court reassembled Mr. Jerome intimated that the further cross-examination of Mrs. Thaw would require another day and a half.

Witness brought with her a little footstool to make her protracted seat in the witness-chair more comfortable.

Mr. Jerome asked for further details of her first dinner with White at the 24th-street suite. After the swing incident, witness stated she and Miss Goodrich drove in the park. "At a Goodrich said White was a grand man. Witness asked her whether she was engaged to him, and she said "No."

Did she tell you that White was a married man?—No, she did not.

Witness then told of several parties with White, at which others were present. At one of these he kissed a girl.

WHITE'S PERSONALITY.

Asked to explain the effect of White's personality in softening her anger to that she wrote the Boulogne letter, witness said: "It was very hard to make Mr. Thaw understand about that; I don't know whether I can make you understand. He had a strong personality. Outside that on a awful thing White was a very grand man. He was very good to me, and very kind. When I told Mr. Thaw this he said it only made White all the more dangerous. Before the 24th street incident White never made love to me. He always treated me with the greatest respect and kindness. Everyone liked him, and nobody would believe these things until they really found them out, and then they said they were sorry.

Mr. Jerome drew from the witness the admission that the champagne White gave her on the night she lost consciousness tasted to her like all other champagne.

"Then you did not intend the jury to assume when you said it tasted bitter that it differed from any other champagne you had tasted up to that time?—Oh, no; I did not intend that. It was not particularly different from all I had tasted, but it was bitter to me. It made me dizzy, and caused my ears to thump.

Witness told of dinner-parties with White after the theatre, where men related obscene stories, and of one occasion on which one of the women present, having drunk too much champagne, also told stories, and they were bad.

FETCHED FROM THE THEATRE BY THAW.

On her 10th birthday, 25 Dec., 1903, witness continued, White was to have given a supper party for her in the Madison-sq. Tower, but earlier in the evening he came to the Madison-sq. Theatre, where she was playing, and she quarrelled with him. He went away, but returned. She had not then decided whether or not she would accompany him to supper, and he went away again. Later, Thaw came to the stage door to fetch her.

Did he come in an automobile?—No, I think it was in a carriage.

Are you sure?—No, but I think so.

Was there anyone else in the carriage?—Yes, the man, and one man related obscene stories, and of one occasion on which one of the women present, having drunk too much champagne, also told stories, and they were bad.

It will be recalled that Boman, the door-keeper of the Madison-sq. Theatre, stated that White returned to the theatre after Evelyn had gone and flourished a revolver, threatening to kill Thaw. According to Boman, Thaw arrived in an electric cab, and was alone.

You went to Rector's Restaurant from the theatre that night?—Yes.

And you left there at four a.m., I don't know what time it was.

Had there been much wine drunk?—Yes.

DRANK MUCH WINE THEN.

At that time was it your custom to drink a considerable amount of wine with your meals?—Yes, in 1903.

Did Thaw sometimes drink a good deal?—Yes.

Continuing the details of her movements on Christmas Eve, 1903, witness stated that after leaving Rector's she spent the remainder of the night at Thaw's apartments.

The trial was at this stage adjourned till Monday by agreement.

At the luncheon interval when Mrs. Thaw left the court room she completely collapsed. She was placed on a couch in the witness room by her friend, Miss May MacKenzie, who revived her with smelling salts.—Rector Special.

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may just in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are abundantly to affirm, that it is on this basis that the worldwide popularity of

WAMPOL'S PREPARATION

rents. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extract of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumph of the age. "Watch carefully against imitation." Sold by chemists throughout the world.

Messrs. K. A. J. CHO-
TIRMALL & CO.,64, QUEEN'S ROAD CENTRAL,
LATE No. 8, D'AGUIAR STREET.A FRESH CONSIGNMENT OF
GRASS CLOTH,AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.ALSO
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.INDIAN RUGS;
AND ALSO
A VARIETY OF
SILKS.

Hongkong, 27th February, 1907.

Public Company

GREEN ISLAND CEMENT COMPANY,
LIMITED.NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
GREEN ISLAND CEMENT COMPANY, LIMITED,
will be held at the Company's Registered Office,
St. George's Buildings, Victoria, Hongkong, on the 13th day of April,
1907, at 11 o'clock in the forenoon, when the
subjoined resolutions which were passed at a
Meeting held on 16th day of March, 1907, will
be submitted for confirmation at Special Resolutions.

RESOLUTIONS.

1. That the Capital of the Company be increased to \$1,000,000 by the Creation of 200,000 New Shares of \$10 each.

2. That the Articles of Association be altered by striking out the figures "51,000" in Clause 6 of Article XII, and by substituting therefor the figures "500,000" and by striking out the word "lands" in the second line of Clause 1 of Article XVI, and by inserting after the said Clause 1 new Clauses as follows:—

(a) The Company in General Meeting may in the year 1907 pass a Resolution to the effect that it is desirable to capitalise the sum of \$500,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund and accordingly that that sum be distributed as a bonus amongst the shareholders in proportion to the shares held by them respectively, and that the General Managers be authorised to distribute among the shareholders its 200,000 unissued shares in like proportions.

(b) When such Resolution has been passed the General Managers may allot and issue the 200,000 unissued Shares credited as \$50 paid up to the shareholders in satisfaction of the said bonus, in proportion to the shares held by them respectively, and prior to such allotment the General Managers may, with the sanction of the Board, enter into any agreement with the Company providing for the allotment to them of such shares credited as \$50 paid up and in satisfaction as aforesaid, and any agreement made under such authority shall be effective.

Dated 16th day of March, 1907.

SHEWAN, TOMES & CO.,
General Managers.

[35]

Public Companies.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG LAND RECLAMATION COMPANY, LIMITED, will be held at the Company's Office, Victoria Buildings, in the Colony of Hongkong, on MONDAY, the 15th day of March, 1907, at 11.15 o'clock in the forenoon, when the Subjoined Resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That lines one and two of Article No. 55 be eliminated except the last five words at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in lines 6 and 9 of Article No. 55 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That this word "person for the time being in charge of the business of" be inserted between the word "Manager" and the words "or Agent" in line 4 of Article No. 60.

(c) That the following new Article to be numbered No. 69a be inserted between Articles 69 and 70:—

69a. "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoint some other person to act as Managing Director in his stead."

(d) That the first line and the second line of Article No. 70 be eliminated except the words "shall be the" at the end of the second line and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and in the words "Senior Representative" in line 6 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the word "not" be inserted between the word "being" and the word "including" in the second line of Article No. 76 and that the words "but not including" between the word "Directors" and the word "the" in the second line be eliminated and the word "or" inserted instead.

(f) That at the end of Article No. 78 the following words be added: "Provided that the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., shall not be disqualified from the Office of Managing Director or Director because he does not personally hold the necessary shares provided Messrs. Jardine, Matheson & Co., Ltd., shall hold the necessary shares."

(g) That the word "not" be inserted between the word "Director" and the word "including" in the first line of Article No. 80 and the words "but not including" at the end of the first line of Article No. 80 be eliminated and the word "or" inserted instead.

(h) That the word "not" be inserted between the word "Director" and the word "including" in the first line of Article No. 83 and the words "save as provided in s. 6" be inserted between the word "including" and the word "a" in the first line of Article No. 83 and the words "but not including" at the end of the first line of Article No. 83 be eliminated and the word "or" inserted instead and that the words "for the Corporation he represents" be inserted between the word "the" and the word "word" in the first line of s. 6 of Article No. 83.

(i) That the words "including a Managing Director" be inserted between the words "Director" and "but" in the 4th line of Article No. 84 be eliminated and that the word "or" (so long as the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be a Managing Director of the Company) be inserted between the word "Director" and the word "before" in the 3rd line of Article No. 82.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated 14th day of March, 1907.

By Order,
MOWBRAY S. NORTHCOTE,
Secretary.

[37]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FOURTH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 13th April, 1907, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Account in 1906, and of declaring dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 1st April to the 15th April, both days inclusive.

By Order of the Board,
W. J. BAUNDRELL,
Secretary.

Hongkong, 14th March, 1907. [39]

Public Companies.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, will be held at the Company's Office, Victoria Buildings, in the Colony of Hongkong, on MONDAY, the 25th day of March, 1907, at 11 o'clock in the forenoon, when the Subjoined Resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That line one and line two of Article No. 53 be eliminated except the last five words at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in lines 6 and 9 of Article No. 53 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the words "or Agent" in the 3rd line of Article No. 59.

(c) That the following new Article to be numbered No. 68a be inserted between Articles 68 and 69:—

68a. "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoint some other person to act as Managing Director in his stead."

(d) That line 1 and line 2 of Article No. 69 be eliminated except the last 6 words at the end of line 2 and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead, and that the words "Senior Representative" in line 6 of Article No. 69 be eliminated, and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the word "the" in the 2nd line of Article 75 be eliminated and the word "a" inserted and that the letter "s" at the end of the word "Directors" in the second line of Article No. 75 be eliminated and that the words "or a Managing Director" be inserted between the word "Directors" and the word "shall" in the second line of Article No. 75.

(f) That at the end of Article No. 77 the following words be added: "Provided that the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., shall not be disqualified from the Office of Managing Director or Director because he does not personally hold the necessary shares provided Messrs. Jardine, Matheson & Co., Ltd., shall hold the necessary shares."

(g) That the words "or the Corporation he represents" be inserted between the word "the" and the word "cease" in s. 5 of Article No. 81 and between the word "he" and the word "become" in line 1 of s. 5 of Article No. 81.

(h) That the words "and (so long as the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be a Managing Director of the Company) other than a Managing Director" be inserted between the words "Person" and the word "before" in the 3rd line of Article No. 82.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated 13th day of March, 1907.

By Order,
A. SHELTON HOOPER,
Secretary.

[36]

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, WEINER & CO., 27th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 21st March, 1907. [39]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, WEINER & CO., 27th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 21st March, 1907. [39]

Public Companies.

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Office of the undersigned at King's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the 4th April, 1907, at 12.30 o'clock in the afternoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 1st March, 1907, will be submitted for confirmation as special resolutions:—

1. That the following alterations be made in the Articles of Association, viz:—

a. That the words "Company or Corporation" be inserted between the word "persons" and the word "for" in the second line of the definition "The General Managers" in Article No. 2.

b. That the first six lines of Article No. 7 be eliminated and that the words "The Company" in the 7th line, and that the words "Messrs. Jardine, Matheson & Co., Ltd., shall be the General Managers of the Company and so long as they shall continue to be such General Managers the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be the Chairman of the Company" be inserted instead.

c. That at the end of Article No. 15 the following words be added: "All signatures of the General Managers may be subscribed by such person or persons as may from time to time be thereupon authorised by the General Managers."

d. That the first five lines of s. 6 of Article No. 14 and the word "Office" in the 6th line be eliminated and that the words "so long as Messrs. Jardine, Matheson & Co., Ltd., shall be the General Managers of the Company the signature of the said Messrs. Jardine, Matheson & Co., Ltd., shall be necessary to cheques drawn for any purposes on the funds of the Company at its Head Office" be inserted instead.

e. That the word "their" be eliminated from the first line of Article No. 17 and the words "and the" inserted instead and that the words "of any General Managers" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 17.

f. That the word "their" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Managers" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 18.

2. That the above resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd March, 1907. [340]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at the Office of Messrs. Jardine, Matheson & Co., King's Buildings, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th April, 1907, at 12.30 o'clock in the afternoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 20th day of March, 1907, will be submitted for confirmation as special resolutions:—

1. That the following alterations be made in the Articles of Association, viz:—

a. That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the word "or" in the 4th line of Article No. 60.

b. That the words from and including "The Senior" in the second line of Article No. 70 down to and including the words "if willing to act" in the 4th line of Article No. 70 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., if willing to act or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong if willing to act" be inserted instead.

c. That the words from and including "The Senior" in the first line of Article No. 71 down to and including the words "so long as" in the third line of Article No. 71 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall so long as" be inserted instead.

d. That the words "or the Corporation he represents" be inserted between the word "the" and the word "cease" in the second line of Article No. 78.

e. That the words "or the Corporation he represents" be inserted between the word "the" and the word "cease" in the first line of s. 5 of Article No. 82.

2. That the above resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated 20th day of March, 1907.

By Order,
E. OSBORNE,
Secretary.

[338]

NOTICES OF FIRM.

應酬

ESTABLISHED A.D. 1841.

&c. &c. &c.

Produces a delightful feeling of exhilaration, and gives a tone to the system that is more refreshing than a Sea Bath, and quite equal to a Turkish Bath. It removes all odour from perspiration, and promotes a healthy action of the skin rendering it smooth and soft.

Hongkong, 23rd March, 1907.

HONGKONG, SATURDAY, MARCH 23, 1927.

Eight months ago, residents in Hongkong were startled by a series of piracies on the West River which eventually culminated in the looting of the steamer *Sainam*—one of the vessels belonging to the Hongkong, Canton and Macao Steamboat Company—the murder of Dr. R. J. J. Macdonald and the brutal assault directed against the master and chief engineer of the vessel. In an excess of indignation, it was urgently demanded that steps should be taken to suppress these piratical raids once and for all, by the adoption of practical measures of river policing. The Canton delta has for years been the favourite haunt of pestiferous gangs of unmitigated scoundrels, who having taken to their rascally trade of robbery with violence in times of famine distress, found their new occupation so much to their taste that they either considered themselves beyond the pale of even the primitive civilisation of the West River, or determined at all hazards to continue their buccaneering exploits in defiance of the weak-spirited and impotent authorities at Canton. Now and again one of the numerous gangs who had a freemasonry of their own, would be captured, more by accident than good management, or some poor unfortunates who knew nothing about the piracies would be arrested, hastily tried and summarily executed, merely as a sop intended to appease the wrath of foreigners in China. But when the pirates, gaining in confidence and disdain the small craft, had the audacity to attack the *Sainam* and remove all that was valuable in her cargo, besides, as we have said, assaulting the officers and passengers and killing Dr. Macdonald, it was felt that the limit of foreign endurance had been reached. It was difficult to convince the Governments of Europe of the real state of affairs on the Canton delta. The Commissioner of Customs and the Consul-General had drummed into the ears of those who read their annual reports the radical measures that were necessary if life and property were to be rendered secure, but to no avail. All along the coast, from Canton to Chefoo, British and other foreign representatives dwelt repeatedly on the rapacity and daring of the pirates, the enormities and excesses they committed and the terror they inspired among the honest native traders, but it was a twice-told tale which grew monotonous in the telling. The outrage on the *Sainam*

was, however, far too serious to be ignored, and when the China Association in London made representations on the subject to the Foreign Office, at the instigation of the local branch, and these were supported by the German community in Hongkong through Hamburg and Berlin, it must have been apparent that drastic steps were necessary, if the ordinary conditions of trade and the reputation of Great Britain were to be maintained. Bitter feeling prevailed in Hongkong when it was considered that a fleet of the size of that on the China Station should stand by heedlessly while British subjects were being mercilessly done to death a few miles away. Of course, there were the gunboats which were supposed to patrol the West River, but as everybody knew they were far oftener comfortably anchored at Canton than performing the special duties to which they had been assigned, the looting of the *Saiman* was the last straw, and from all the coast ports a chorus of indignation arose at the apathy and indifference displayed by the British authorities. The demand was made that China having proved her incompetence to deal with the situation, the Powers should take the matter into their own hands and permit nothing to divert their attention until vengeance had been executed on the piratical bands, and the hordes exterminated off the face of the earth. On the occasion of the *Saiman* piracy, we offered some suggestions, which were supplemented by Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, as to the methods that should be adopted to ensure the suppression of the river raiders. We suggested that a proper system of river patrol should be established, and Captain Clarke, in elaboration of this view, remarked: "Such a patrol could be maintained by a well-organised and well-manned fleet of steam-launches under foreign supervision. I don't mean that certain officers and members of the crew should be in charge of the launches. The administration and the executive of such a patrol system must be vested in European hands—for instance, a sub-department of the Imperial Maritime Customs, under special administrative control. Such a system if once inaugurated must not be in the nature of a haphazard or tentative effort to remove an evil existing now and for centuries past. The system once instituted must be permanent and constant. The patrol must be consistent and continuous, and the entire scheme worked without interruption." It must be obvious that the Chinese provincial governments could not but be stirred by the universal execration of the foreign community in Canton, and by the attitude of residents in Hongkong and Shanghai. They must have recognised that if they were to retain the control of their own waterways and, possibly, other internal affairs, they must make some concession to public opinion. Accordingly, they proceeded to devise a scheme for the better protection of vessels trading on the Canton rivers, and the first fruit of their deliberations are found in a system of "Regulations issued for prevention of piracies on passenger boats in the Canton delta." That scheme is limited absolutely to Canton and West River waters, but it may be taken as the forerunner of schemes which will embrace the coast ports generally. From a perusal of these regulations, it seems that a new body has been constituted at Canton to be known as the "Department for the Protection of Commerce," and from all that can be gleaned that Department will be under theegis, or, at any rate, work co-operation with the Imperial Maritime Customs. The first regulation requires that all passenger boats shall be supplied with one head watchman and five ordinary watchmen, who shall act as "a guard to examine and find out whether passengers have secretly conveyed fire-arms on board." The passengers are to be searched body and baggage, and the ship's captain must be present during that operation. An interesting regulation runs: "The means adopted by the pirates for concealing fire-arms are too numerous and crafty, such as hiding them in earthenware jars, with a layer of cakes to cover them, by placing them in baskets under a layer of fruit, and by innumerable other methods, so that in making the search the watchmen must not pass over anything, however satisfactory its outward appearance may be." The watchmen are warned against receiving bribes. Fourteen new patrol launches, it is stated, have been added for the purpose of patrolling the West River, and boats must go along with any of these launches when sighted in order to prove their *bona-fides*. Watchmen are warned against gambling or drinking, they must not smoke opium. At the last ports, the police will assist in searching passengers, and it is laid down that if any of the watchmen is caught robbing the property of passengers he shall be tried and executed according to military law—which certainly sufficiently drastic to deter an average watchman from taking advantage of his authority. One regulation details reports at which passenger boats will be allowed to call. In the case of towing launches, military officers and braves have already been supplied for the protection of passengers, and they also are empowered to search passengers for illicit fire-arms. These, in many, are the principal points contained in the new regulations. They are a step in advance of what has hitherto existed, whether they will prove effective is another question. At least the fact of these regulations having been framed, printed, and issued, has an indication that the Canton authorities have at length awakened to some sense of their responsibility, and, if the purpose aimed at is attained, none will be so ready to praise the Provincial Government as those who in the past have been loud in their condemnation.

Following the great typhoon of the 18th September last year, there were ugly assertions, on the part of a certain section of the community to the effect that the major portion of the damage done to the shipping and the lamentable loss of life could have been entirely avoided had the officials at the Hongkong Observatory been on the *guard*, and given warning earlier in the morning of the approaching gale. It was alleged among other things that the defective instruments in the Observatory and the jealousy existing between the meteorological experts in this Colony and those at some other places, resulting in the lack of telegraphic exchanges between the observatories, were jointly responsible for the wholesale destruction of merchant vessels, junks and sampans. People were in such a state of mind after the typhoon that they felt a scapegoat must be found, and who so convenient as the Government officials at the Observatory? We do not take credit for having consistently refused to discuss the question holding that in a matter of this kind where a very high technical knowledge is essential to a true understanding of the position, it did not baffle the layman to submit as facts what could only be opinions. And we also trusted or believed that the Observatory officials would be entirely exonerated, when the subject was investigated by a Commission of Inquiry. As everybody knows the Commission—which consisted of Sir Henry S. Berkeley, K.C., Lieut. H. Butterworth, R.N., of H.M. *Tamar*, Mr. A. B. Skottowe, superintendent of Eastern Extension Telegraph Co., and Captain A. Sommerville, master of the steamship *Zean*—found in favour of the officials at the Observatory, holding that "prior to 7.44 a.m. on the 18th September there was no indication of a typhoon approaching Hongkong, and that warning by the hoisting of the black drum, on the morning of the 18th, was given as soon as in the circumstances, was practically possible." So far that is satisfactory but there are many who will regard with interest the evidence which was submitted to the Commission. With the present issue of the *Government Gazette* is incorporated the notes of evidence, together with appendices and a few brief quotations may help to show on what the Commissioners based their report. The first witness called was Captain Roach, of the *Haijan*, a sailor of 25 years experience on the China Coast. He was at Swatow when the gale was raging in Hongkong, and stated that he saw no evidence of violent disturbances being imminent. He had heard of typhoons travelling in pairs and believed that the typhoon which was met by the *Sado Maru* was entirely distinct from that which prevailed in Hongkong. In his opinion the Hongkong typhoon was formed quite close to the Colony; "it was more like a tornado than a typhoon." He did not believe in earlier warning of its approach could have been given. Captain Hooker, of the Navigation Company's steamer *Kwai Chi*, left Swatow on the day prior to the typhoon and observed that there was no definite warning till he entered the swell outside the port. Later on he experienced very bad weather. Dr. Doberck, director of Hongkong Observatory, being asked whether he was aware complaints had been made regarding the necessary hoisting of storm signals, replied: "Yes, and it makes us very careful, but it did not influence the present case. We could not have hoisted the drum earlier. A question was submitted as to the difference between a tornado and typhoon; the doctor stated that it is one of degree only, but a storm presented absolutely new features which bridged the gap hitherto existing between typhoons and tornadoes. After some technical questions, Dr. Doberck remarked that there was nothing abnormal in the sunset of the 17th or the sunrise of the 18th—a statement which was contradicted by another witness. One of the questions was: "Are your observations in any way strained with any of the observatories?" The reply was: "Certainly not," and he went on to show how they were all on the best of terms. Captain Robert C. P. Bradley, of the *Kulsang*, wrote a letter to the Commissioners, but there was no material point in it. Then came Gaston Liébert, the Consul for France in Hongkong. He had seen dozens of typhoons and two days before the typhoon in question arrived he felt it coming; which shows Mr. Liébert is a sort of peripatetic barometer. He described in vivid language the sunset on the evening before the typhoon told how "the sun set with sharp red colour in parts purple; in others yellowish colour behind a thick veil of grey, heavy clouds." The matter-of-fact officers of the Observatory saw nothing of this, nor did the people at the Observatory, nor did anybody else, when the sun was probably screened by Peak. Mr. Liébert's description of the direction was also disputed by the *Tai Po* records. He referred to the position of *Palmatier* and the French destroyers *Isidore* and *Arcturion* in the *Journal* of the *Isidore*, but it is criticised by the Commission. The Commission has observed that the *Isidore* on her way from the North to the

ANOTHER old resident in the Colony passed away by the death of Dr. Francisco P. Soares this morning at his residence, 100 Bruce, 24, Robinson Road. Dr. Soares, eighty-two years of age and had been a resident of Hongkong for fifty years. He owned the once familiar Oriental Dispensary where for a number of years he went to attend daily, giving medical aid and often medicine, for free to charge. A large number of people who valued him, of all nationalities, had availed themselves of his services. He was a well known and popular personality in the Colony.

MEETING OF SHAREHOLDERS

The calendar at the Police Court this morning was not of a heavy order. All the daily cases were heard by Mr. Melbourne, who, although the work very light, as nearly all the defendants seemed to have had the Court's services in consideration and placed their money away, barely covering the costs of the prosecution. The usual contingent of defendants attracted the attention of Mr. Thompson, who, while morning, and also afternoon sessions were commenced for trial. One of the defendants stated a ready alibi, and the witness to make his statement and was discharged at 11 o'clock, to-day.

BRITISH COMMERCIAL ATTACHE CONFERS
WITH MERCHANTS

CHINA MERCHANTS' STEAM
NAVIGATION COMPANY
AT HONGKONG

[illegible]

Telegrams.

[Renter's.]

Suez Canal Blocked.

London, 21st March.
The Dutch mail-boat *Rindani*, is badly ashore and blocking the Suez Canal. Twenty ships, including a mail steamer for China, are delayed.

Later.

The Suez Canal is clear.

Irish Home Rule.

In the Irish debate in the House of Lords, Lord Crew asserted that the Government was not disturbed by Mr. Balfour's mock heroics. It was impossible to make a statement till the Bill was produced.

Lord Loreburn said that he, like Sir Henry Campbell-Bannerman, was a home-ruler. The Government did not intend to introduce a Home Rule Bill, but whatever they did must inevitably lead to home rule.

All-Night Sitting in the House of Commons.

The House of Commons sat all night, discussing the Army Annual Bill.

Later.

Result of the Liverpool Cup.

- 1—Bridge.
- 2—Aster.
- 3—Codwal.

Betting on the Grand National.

The betting on the Grand National is 11 to 1 against Eremion; 100 to 14 against Red Land; 8 to 1 against Acetles Silver; 1000 to 7 against Rathvale, 20 to 1 against Nsp-pandy.

Chinese Labour in the Transvaal.

Lord Selborne, in his speech at the opening of the Parliament at Pretoria, said that the employment of Chinese labour must cease at the earliest opportunity, but no steps would be taken to repatriate the Chinese unless an effective substitute in the form of other labour, or of improved mechanical appliances, could be found.

A BARKFACE KUGUR.

THOUGHT IT WAS SILVER: GOT COPPERS AND GOLD.

While the footpaths along Des Voeux Road Central were jammed with the usual steaming mass of humanity last evening, making breathing almost impossible, a coolie slipped into a money-changer's establishment—No. 132—crept silently behind the counter, and left the shop with a bagful of what he thought was silver. Although the employees were around they did not see the thief. If they did, the boldness of the thief cast aside any cause for suspicion. As the thief was leaving the premises, a foki, who had just returned from visiting a friend, passed the man with the bag of money at the door, but made no attempt to stop him, although he did not think all's well.

When he entered the shop he asked one of his comrades who was the man who had changed all that money.

"No one changed any money here for the last hour," was the reply. "What do you mean?" he was asked.

The foki told of what he saw and immediately a search was made. They discovered that a bag containing 3,750 copper cents, which was placed to a corner behind the counter, was missing. The master of the shop let out a cry, and several foks started after the thief. They found him some distance down the road, groaning under the weight of the bag. He was given into custody. At the Police Court, this morning, Inspector Ritchie prosecuted the coolie before Mr. C. A. D. McEneaney, for the larceny of \$7.50 in coppers. He was found guilty and sentenced to fifteen days' hard labour and four-hour's stocks.

CHINA'S NEW WARSHIPS.

ECONOMISING ON THE ARMAMENT.

It is stated in well-informed official circles here, says the *Shanghai Times*, that Admiral Sab has been notified by H.E. Tuan Fang that the new Chinese gunboats *Kiang Lee* and *Kiang-shih*, which were ordered to be built at the Kwantung Dockyard, Kobe, some time ago, will be launched in a near future. If the armament of these vessels could be provided by China herself it would mean the saving of a large sum of money, and therefore the Admiral is to inspect the guns which were saved from the wrecked cruiser *Hailan* and see if they are fit for service on the new gunboats or not. These fine weapons have all been thoroughly overhauled and repaired and it may well be that they can be advantageously used in the way suggested. It so Admiral Sab is instructed to notify Captain Yao Weiwen, who is now in Japan supervising the construction of the new ships. Captain Yao is to do his best to carry out the suggestion and if the guns in question are not sufficient in number for the purpose, the others that will be required may be obtained from foreign countries.

SHIPPING AND MAILS.

MAILED DUE:
Plymouth (Polynesian) 25th inst.
German (Prinz Ludwig) 25th inst.
Indian (Catharine) 25th inst.
German (Prinz Reginald) 25th inst.
American (China) 25th inst.
Indian (Kameng) 25th inst.

CANTON DAY BY DAY.

TRADE BUREAU.

[From Our Own Correspondent.]

Canton, 22nd March.
Having approved of the suggestions received from the officials of the Canton Bureau of Agriculture, Industry and Commerce, to select a suitable "site" somewhere in the eastern section of the new bund for the purpose of converting it into a trade-centre in order to promote commerce, H.E. the Viceroy has now given instructions to both the Provincial Treasurer and the officials of the Canton Bureau of Agriculture, Industry and Commerce to open an office called the New Trade-centre Bureau to manage the affairs of the undertaking. He Viceroy has appointed the Provincial Treasurer and Examiner Wu as Director-General, the Kwangchow Prefect Chan Moog Teang as Deputy-Director and the expectant Prefect Chai Wal Tung as general manager, and the Viceroy has also instructed the two district Magistrates of Namhoi and Panyu to assist them in the work. The establishment of this proposed trade-centre is to be at the expense of the Government, but at present the officials of the Canton Bureau of Agriculture, Industry and Commerce are to furnish funds from the Bureau for the undertaking.

TUNGKUN RIOT.

With reference to the riot in the Tung Kun district, it is reported that two leaders of this outrage were beheaded on the 19th instant.

LI CHUN HONGURED.

Yesterday an Imperial telegraphic despatch was received here from Peking conferring upon Admiral and Commander Li Chun the button of the first class. The distinction is conferred on the recommendation of H.E. Viceroy Chow, as Li had contributed to the Government a large sum of money towards the fund for encouraging education through the province.

GAMBLING AND SMOKING.

The Ministry of Army at Peking has sent a despatch to the Canton Viceroy with strict orders to prohibit the military students from cigarette-smoking and gambling, and H.E. the Viceroy Chow has accordingly issued a proclamation to this effect.

ELECTRIC TRAMWAY.

It is the intention of the officials of the Bund Department, in addition to running trams, horse carriages, etc. upon completion of the bund, to also install an electric tramway for the convenience of the public. Yesterday, Taoists Wen and Leung accompanied by the manager of Messrs. Carlwiz & Co. and a German electrical engineer waited on H.E. the Viceroy to discuss with him about the installation of an electric tramway.

MR. HAVRE D'ORSE.

This afternoon at 3 o'clock H.E. the Viceroy received the Netherlands Consul of Hongkong, Mr. F. J. H. Dorens.

SECRET SOCIETIES IN THE YANGTZE VALLEY.

HOW THEY ARE ORGANISED.

The commander-in-chief of the forces in Kiangnan has been notified by the Viceroy of the Liang Kiang that there are many secret societies in existence in the Yangtze Valley, whose object is to overthrow the Manchu Dynasty. It has come to the knowledge of the authorities that the first, and probably most formidable of these bodies is the Kolohwei (Society of the Elder Brethren), the leader of which is a man named Wang-sung. Another very powerful organisation is the Shan Hsuehwei (he Three United Societies) the chief of which in the notorious Dr. Sun Yat-sen, whose followers, though numerous on the Yangtze, are to be found in greatest numbers in the Provinces of Kwangtung, Kwangsi and Fuki-n. Another great body is the Tung Ming-hwei (allied Societies), which is affiliated with the two already mentioned. Dr. Sun Yat-sen is also the leader of this organisation, and his principal lieutenant is the man already mentioned, Wang-sung.

The aim of all these formidable associations is the overthrow of the Manchu dynasty. For purposes of administration the leaders have organised the following four departments: Financial Department, Military Department and Communications Department.

The headquarters of these four departments are always being shifted, so that it is difficult to locate any of them at any given time; but the stores of the Society are always in the same place and should be found easily if diligent search were made. The leaders are given the following ranks and titles:

1. General who has supreme authority over the society.
 2. Lieutenant-General, who directs the affairs of the society in each province.
 3. Advisers, of whom there are several, who assist generally in furthering the aims of the society.
- These societies are in possession of large quantities of arms and ammunition, which are smuggled to all parts of the interior in the most ingenious way. The Viceroy Tuan Fang has just begun a very active campaign against them and has despatched many able warriors to hunt down the members, and the assistance of the General of Kiangnan has been invoked in the work, so that it is to be expected we shall very soon see an end to the activity of these pestiferous organisations.—*Kanghat Times*.

THE WEATHER.

The following report is from Mr. F. G. Vign, First Assistant of the Hongkong Observatory:—On the 23rd at 11.55 a.m.—The barometer has fallen much over Central and Eastern Japan and risen moderately over the coast of China. The depression is moving Eastwards over the E. coast of China.

FORECAST:

- 1.—Hongkong and neighbourhood, S.E. to E. winds; light to moderate; some showers; foggy.
- 2.—Formosa Channel, N.E. winds, moderate.
- 3.—South coast of China between Hongkong and Hainan, S.W. to S.E. winds, moderate.
- 4.—South coast of China between Hongkong and Hainan, S.W. to S.E. winds, moderate.

THE THAW TRIAL.

MRS. THAW FORCED INTO TEARS.

New York, February 21.
We have had to-day the tragic drama of the little girl butterfly whose many hued wings became sadly plucked five years ago.

Mr. Jerome, compelled Mrs. Evelyn Thaw to fill in the sequel to the story of her betrayal at the hands of Stanford White. For six months she became his reluctant mistress; that was the disclosure which was extorted from the witness.

MRS. THAW IN TEARS.

The witness burst into tears, but Mr. Delmas was not disturbed, for he held that her credibility had not been shaken, and he knew the enduring impression upon a jury of the tears of a woman in distress.

That Evelyn Nesbit's behaviour before she married Harry Thaw was not above suspicion seems manifest, and the prosecution will doubtless argue that Thaw was unlikely to go crazy over a woman with a past. But the defence will certainly contend that the knowledge of White's responsibility for Evelyn Thaw's downfall had its sinister effect on the mind of the prisoner.

HER LETTER TO WHITE.

Mr. Jerome has constantly questioned Mrs. Thaw as to the writing of letters to White after her betrayal. Time after time he asked her why she corresponded with such a blackguard. Finally her voice rang through the room, "Mother gave me no peace till I did."

When Mr. Jerome wanted to know how she allowed White to exercise continued sway, she delivered a little speech, eloquently picturing his "wonderful kindness and extraordinary personality." But it was all "bluff," she exclaimed, and general laughter ran through the court.

Then Mr. Jerome asked, "Why on earth didn't you tell your mother of White's misconduct?"

"I'd rather die than have told her," was the answer.

MRS. THAW'S ADMISIONS.

Mrs. Thaw, as she resumed her seat on the witness stand, exchanged a smile with her husband, and then smiled and bowed slightly to the judge, but Mr. Justice Fitzgerald failed to notice it.

Mr. Jerome's first question was—Did you continue to believe that all women were unchaste, as White told you, until you talked with Thaw in Paris in 1903?—Yes, sir.

Witness was then questioned as to her visit to the Paris Café, the Dead Rat. It was after Thaw had proposed, some time during 1903. She went with Mr. Thaw, Mr. Schubert, a theatrical manager, and another man, whose name she could not remember.

Mr. Jerome whispered a name to witness, but she shook her head.

Was there a lady or were there ladies with the party?—I think there were, with Mr. Schubert.

Did you see many ladies of the demi-monde there?

Mr. Delmas objected to the question. "I am using the witness's own expression," exclaimed Mr. Jerome.

"I never said that," ejaculated Mrs. Thaw indignantly.

Mr. Jerome: Didn't you use the expression in a letter?

Mr. Delmas again objected, and the objection was sustained.

LETTER REFUSED IN EVIDENCE.

Don't you know what I mean when I say, didn't you see many of the bunch from the Tenderloin there?—I think so.

Have you any doubt about it?—No.

Do you know Miss Winchester?—Slightly.

Did you see her at the cake walk at the Dead Rat that night?—I don't remember.

In what handwriting is this letter? (Mr. Jerome here handed witness several written sheets.)—It is Mr. Thaw's, I think.

Have you any doubt of it?—I don't think I have.

Mr. Jerome then offered the letter in evidence, but Mr. Delmas objected on the ground that it was mutilated and undated.

Do you know of your own knowledge when this letter was written?—I haven't the slightest idea.

Will you note the paying of that letter?—Yes.

Didn't you and Thaw while in Paris write joint letters to friends, you writing a part and he the rest?—I cannot say positively; very likely we did.

Had you then changed your opinion regarding the chastity of women?—I had.

How soon after your talk with Thaw did you change your mind?—Very soon.

At the time you left Paris, in June, 1903, had you changed your mind?—Yes.

THE INTIMACY WITH WHITE.

Mr. Jerome then took up the story of witness's intimacy with White and continued mercilessly to prove Mrs. Thaw's relations with him. Witness showed keen emotion, and one of the lady reporters was so affected that she had to leave.

Witness declared that her relations with the architect were continued against her will. Then she broke down and cried bitterly.

The prisoner hid his face in his hands as the Public Prosecutor rained bitter questions on the witness.

Asked whether she refused Thaw solely because of the occurrence in which White was concerned, witness answered that it was because she had been found out. When Thaw proposed it was the first proposal she had ever had, and it struck her very seriously.

Referring to the letter she wrote to White from Boulogne, witness said she did not feel unkindly against him at that time. It was rather hostility against him for this one thing and other subsequent things.

The witness added that her mother covered her into writing the letter, telling her that she was ungrateful to White.

[Continued on Page 3.]

NANNING.

TRADE REGULATIONS ISSUED.

[From Our Own Correspondent.]

Nanning, 19th March.

The Customs Authorities have issued a circular notifying merchants that the new port of Nanning, has been formally opened to foreign trade, and that the collection of Duties will be in future levied by the Nanning Office, from the 19th March, 1907. Previous to this order, goods going to Nanning were shipped under West River Transit passes and duty paid at this port. This will of course be now discontinued. Provisional regulations for the port of Nanning have been printed, and whilst a copy can be seen at any of the West River Custom Houses, these regulations are not supplied to the merchants, but may be obtained at 20 cents per copy from Messrs. Kelly and Walsh, Ltd., of Hongkong. These regulations are local to the new port, and in addition to them, West River trade practices and precedents remain in force.

A HAWKER'S REVENGE.

WILLING TO BE FINED AGAIN PROVIDED HE GOT SATISFACTION.

On Wednesday afternoon last a mechanic named Au Wai was the means of stirring up trouble in Circular Pathway through, what he thought, was a good joke. The mechanic, it appeared, went up to a hawk—Wong Hang's stall, ate some of the hawk's sweetmeats, refused to pay for the "damages," and started to leave. The hawkker picked into him; there was a general mix-up, during which the hawkker's stall was overturned, and the timely intervention of district watchman 14 saved somebody from coming to a violent end. Both men were arrested, and at the Police Court, on Thursday morning, they were each fined \$2 for creating a disturbance in the public street. The mechanic was quite contented with the verdict, he paid for his little "joke," and left for home. It was the other way about with the hawkker, however. He had ruined all his sweetmeats, he had received a thumping, and now he had to pay a fine! Leaving the Court soon after the Government had been made richer with \$2, the hawkker thought he would visit the mechanic again. He did. The mechanic was in his little shop, relating to his wife and daughter his experience of how he came to be \$2 short in accounts that day, when the hawkker entered.

"I've paid to the Government \$2 for you, haven't I? Now I pay \$10," said the hawkker as he flung off his coat and made for his enemy. The neighbours thought murder was being committed. The mechanic's wife screamed, the daughter howled, as both men clashed. Fists flew. One of the hawkker's "accidental" flew into the mechanic's wife's right eye, another managed somehow or other to have reached the daughter in the vicinity of the jaw, and a third started a ripping sound. The crowd which had collected outside the door of the shop thought it was worth living after all and applauded. As both men showed no signs of stopping a few of the spectators intervened and the belligerents were separated. Then the hawkker was given in charge for assault. He was arraigned before Mr. F. A. Parnell, at the Police Court, yesterday, and was bound over in the sum of \$100 to keep the peace for one year.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 22nd inst.:

The market continues inactive, and the week has been devoid of any special features. Banks—Hongkong and Shan hai Banks have been sold at \$890, and there are further sellers at this rate. The London quotation has declined to £101.

Marine Insurances.—Unions have further strengthened and are in demand at \$840. The Union Insurance Society of Canton offer to purchase the cash certificate on pink paper, which represents the amount in cash due to the China Traders' Insurance Company after deducting from the intrinsic value of the Union shares issued to him in part-purchase thereof at \$260.00 which includes interest at the rate of 5% for 16 months and to purchase the certificate on blue paper which represents the intrinsic value of a small odd number of China Traders' Insurance Company shares at \$97 which includes interest at 5% for 16 months. These payments will be made in exchange for the certificates on and after the 30th April, 1907 at the head office of the Society in Hongkong or its agents in London, Yokohama, Singapore, Manila, or Melbourne. Cantoners have dropped to \$390 at which rate they are offering.

Fire Insurances.—Hongkong Fires are obtainable at \$343. China Fires are weak at \$90.

Shipping—Hongkong Canton and Macao Steamboats are easier and close with sellers at \$291, after sales at \$291. Indos have dropped to \$81, with a further weakening tendency. Shell Transports are quoted at 439. China and Manilla can be had at \$18.

Refinerio.—China Sugars have improved a little and are quoted at \$120. Perak Sugars have buyers in the North at Tls. 77. Lanes are quiet at \$11. The report of the directors of this company, for the year ending December 31st, 1906, has been issued to shareholders. After allowing for interest and loss in exchange, there is a balance of profit of \$1,182,000.

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[3]

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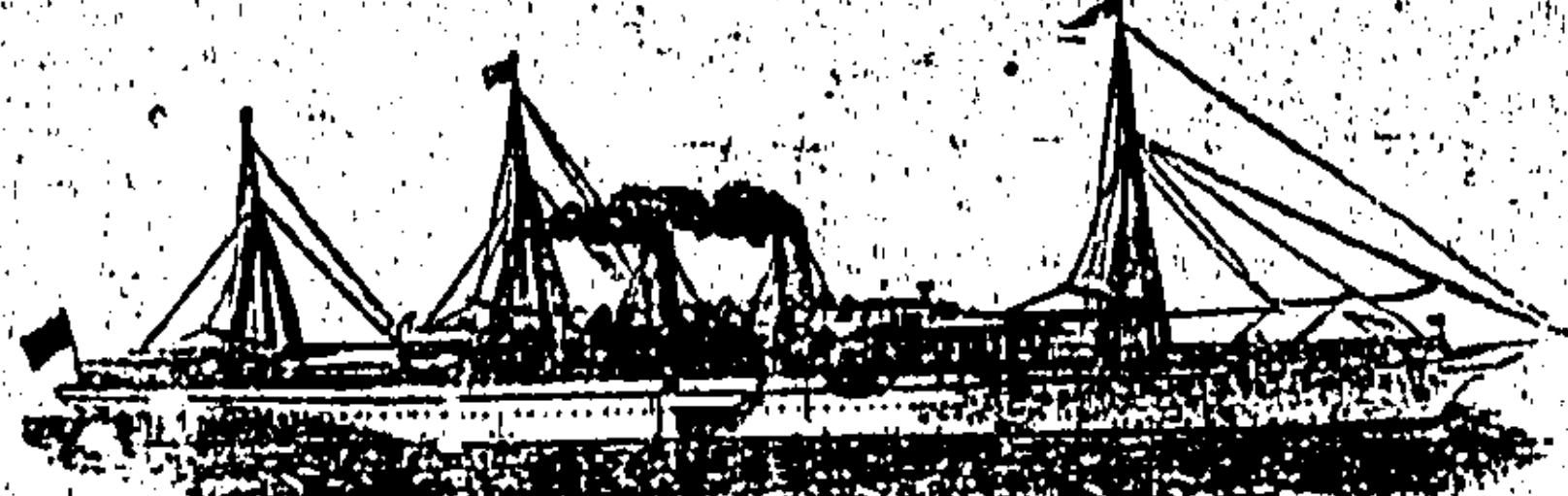
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"TARTAR".....4,425.....	WEDNESDAY, March 27th.....	April 20th.....	
"EMPRESS OF CHINA".....6,000.....	THURSDAY, April 11th.....	April 29th.....	
"ATHENIAN".....3,882.....	WEDNESDAY, May 1st.....	May 15th.....	
"EMPRESS OF INDIA".....6,000.....	THURSDAY, May 9th.....	May 27th.....	
"MONTEAGLE".....6,163.....	WEDNESDAY, May 22nd.....	June 15th.....	
"EMPRESS OF JAPAN".....6,000.....	THURSDAY, June 6th.....	June 24th.....	

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Intermediate steamers at 12 Noon.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	HANGSANG.....	SUNDAY, 24th Mar., daylight.
TIENTSIN.....	CHONGSHING.....	MONDAY, 25th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG.....	TUESDAY, 26th Mar., 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd March, 1907.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS.	TO SAIL.
MANILA.....	"TAMING".....	26th March, 4 p.m.
WEIHAWEI and TIENTSIN.....	"KUEICHO".....	28th " "
SHANGHAI.....	"YINGCHOW".....	29th " "
CHINKIANG.....	"KWANGSE".....	1st April " "
SHANGHAI.....	"KIUKIANG".....	3rd " "
CHEFOO & NEWCHWANG.....	"KWEIYANG".....	6th " "
SHANGHAI.....	"SHAOHING".....	8th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"CHANGSHA".....	10th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon—amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

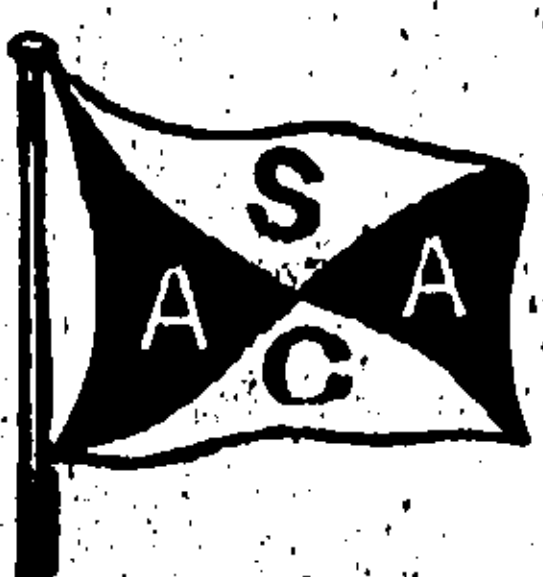
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	3540	Fraser.....	MANILA	SATURDAY, 30th Mar., at Noon.
RUBI.....	3540	Almond.....	"	SATURDAY, 6th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd March, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ALBENGA".....	On or about 12th April.
"ATHOLL".....	About the end of April.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th March, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided for each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

RHENANIA.....2nd April.

HOHENSTAUFEN.....2nd May.

SILESIA.....2nd June.

SCANDIA.....2nd July.

Hongkong, 23rd March, 1907.

Homeward.

FOR THE STRAITS, COLOMBO,
ADEN, SUEZ, PORT SAID,
NAPLES, PLYMOUTH, HAVRE
AND HAMBURG.

HABSBURG.....5th April.

RHENANIA.....3rd May.

HOHENSTAUFEN.....28th May.

* Call at Lisbon.

† Call at Marseilles.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "LOWTHER CASTLE".....21st March.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Hongkong, 19th March, 1907.

COMPAGNIE DES MESSEGERIES

MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN."

will be despatched as above, on or about

SUNDAY, the 24th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th March, 1907.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BRECONSHIRE"

will be despatched for the above Ports, on or

about the 10th of April.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 18th March, 1907.

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM

HONGKONG TO SAN FRANCISCO,

VIA KOBE AND YOKOHAMA.

THE Steamship

"APPALACHEE".....About 20th April.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 20th March, 1907.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"EMPIRE,"

Captain Helms, will be despatched as

above, on SATURDAY, the 27th April, at

Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 6th March, 1907.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG (finished) the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 19th February, 1907.

To Let.

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, DES VOUX ROAD CENTRAL,
(formerly occupied by Messrs. Shewan, Tomes &
Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

IMMEDIATELY the spacious premises on
the Ground Floor of No. 2, PEDDER
STREET, at present occupied by Messrs.
HARRIS KEENEY & Co., LTD.

Apply to—

GILMAN & Co.

Hongkong, 9th March, 1907.

TO LET.

ROOM or OFFICE on the First Floor of
No. 34, QUEEN'S ROAD CENTRAL.

Apply to—

YEE SANG FAT,

At the above address.

Hongkong, 5th March, 1907.

TO LET.

NO. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shameen,
Canton.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st March, 1907.

TO LET.

OFFICES in KING'S BUILDING and
YORK BUILDING.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st March, 1907.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st March, 1907.

TO LET.

FOUR-ROOMED HOUSES at PRAYA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of
5 Rooms with Out-houses, occupation
from 1st proximo.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th February, 1907.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid, and
any other Chemicals.

Apply to—

SHEWAN, TOMES & Co.

Hongkong, 22nd March, 1907.

Intimations.

"THE ORIENT."

A SATURDAY NEWSPAPER

FOR ONE AND ALL

will be published in APRIL, 1907.

Single Copy: 5 cents.

\$2.50 per annum, post free to any part of the

World.

A book of that gifted writer, Sir JOHN

LUBBOCK, shall be given gratis to every

subscriber who registers his name by sending

an advance of \$1/- before the 1st of April.

For further particulars, apply to—

PARTHA & CO.,

Printers and Publishers,

94, Robinson Road,

SINGAPORE.

Hongkong, 15th March, 1907.

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED,

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for BOM-
BAY, on SATURDAY, the 6th April, at Noon,
taking Passengers and Cargo for the above
Ports, in connection with the Company's
S.S. *Moldavia*, 10,000 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London &c. will be
conveyed from Bombay by the R.M.S.
Egypt, due in London on 18th May, 1907.

Passengers will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd March, 1907.

CHINA COMMERCIAL S.S. COMPANY.

NOTICE.

THE Steamer

"MARIE"

will be despatched for SALINA CRUZ,
MEXICO, via MOJI, JAPAN, on the 25th
March, 1907.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO.,
Hotel Mansions.

Hongkong, 5th March, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, CALLAO

AND IQUIQUE VIA

JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

Steamers To sail
"GLENFARG" 4,000, March 26, at Noon
"KASATO MARU" 6,100, April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America, in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

K. MATSUDA,
Manager,
York Building.

Hongkong, 8th February, 1907.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, D'J-
BOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Girard, will be despatched for
MARSEILLES on TUESDAY, the 2nd
April, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Sydney* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 16th April.

S.S. *VILLE DE LA CIOTAT* 30th April.

S.S. *SALAZIE* 14th May.

S.S. *OCEANIE* 28th May.

S.S. *TOURANE* 11th June.

S.S. *AUSTRALIE* 25th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 H.O. Armstrong 13th April

Shawmut 9,606 E. V. Roberts 1st May

Trenton 9,606 T. W. Garlick

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 7th March, 1907.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.Q.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

REQUISITES



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 254.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOBIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF DIVIDEND PAID UP.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$11,000,000 \$250,000 \$150,000	\$1,721,558	£1.15/- and bonus of £1.0/- Ex. 2/6/- \$24.33 making \$10.84 for 1906	4 1/2 %	\$800 London 2/00
National Bank of China, Limited	9,025	£7	£6		\$74,099	\$2 (London 1/0) for 1903		5 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	\$250	\$50	\$1,725,000 \$2,000,000	\$233,638	\$20 for 1905	6 1/2 %	1000
North China Insurance Company, Limited	11,000	£15	£5	\$110,000 \$100,000 \$10,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000 \$2,000,000 \$1,000,000	\$27,237	Interim div. of 1/3 for 1905	5 %	1840 buyers
Yangtze Insurance Association, Limited	1,000	\$100	\$60	\$11,278 \$11,527 \$1,000,000	\$508,334	Final and 1/3 special dividend for 1904	9 1/2 %	1165 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000	\$1,62,983	\$6 and bonus \$1 for 1905	8 1/2 %	\$90
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$435,235	\$20 for 1905	11 %	\$342
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$26,638 \$3,552	\$365	\$1 for 1906	5 1/2 %	\$18 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$350,000 \$600,000 \$144,386	Nil	\$2 1/2 for year ended 30.6.1906	7 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$120,000 \$120,000	120,170	\$1 for 1902 and half-year making \$2.00 for 1906	6 1/2 %	\$201 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$120,000 \$120,000 \$120,000	£2,412	10/- @ ex. 2/3 9/16 = \$1.69	5 1/2 %	\$80 sellers
Shanghai Tug and Lighter Company, Limited	100,000	\$1.50	\$1.50	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 2,156	Interim div. of Tls. 1/- a/c 1906	6 1/2 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	107,815	Interim div. of Tls. 1/- a/c 1906	2 1/2 %	Tls. 10 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	£218	\$1.5/- for year ending 30.4.1906	5 %	\$50
Taku Tug and Lighter Company, Limited	10,000	\$1.50	\$1.50	\$1,500,000 \$1,500,000 \$1,500,000	8,739	Final of Tls. 2 making Tls. 6 for 1906	11 7/8 %	Tls. 55 buyers
REFINING.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	40,914	Final of \$15 making \$25 1/2 for 1905	21 %	\$100
Luzon Sugar Refining Company, Limited	1,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	132,588	\$1 for 1906	5 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	1,000	\$1.50	\$1.50	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 8,935	Tls. 2 (8 %) for year end 30.6.1906	5 1/2 %	Tls. 774 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£12,546	Final of 1/- (No. 7) making 2/- for year ended 30.6.1906	5 %	Tls. 1320 sales
Mineral Consolidated Mining Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$509,050	Interim of 50 cents for account 1906	10 %	G. \$10
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000 \$500,000 \$500,000	£8,745	No. 12 of 1/- = 48 cents		38
DOCKS, WHARVES & GOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	\$10,315	\$1.75 for year ending 31.12.1906	9 1/2 %	1184
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$2,000,000 \$2,000,000	\$3,047	Final of \$1 making \$5 1/2 for 1906	5 1/2 %	\$104 ex div.
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$40,933	\$6 for 2nd half-year making \$12 for 1906	9 1/2 %	\$130 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	25,000	\$1.10	\$1.10	\$2,750,000 \$2,750,000 \$2,750,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905	8 1/2 %	Tls. 95
Shanghai and Hongkew Wharf Company, Limited	32,000	\$1.10	\$1.10	\$3,520,000 \$3,520,000 \$3,520,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 228
Do. do. do. (new issue)	2,500	\$1.10	\$1.10	\$2,750,000 \$2,750,000 \$2,750,000	none	none		Tls. 218
Yangtze Wharf and Godown Company, Limited	2,500	\$1.10	\$1.10	\$2,750,000 \$2,750,000 \$2,750,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 250 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$2,500,000 \$2,500,000 \$2,500,000	Tls. 3,388	Tls. 6 for 14 months ending 28.7.07	6 %	Tls. 100 buyers
Star House Hotel Company, Limited (Shanghai)	10,000	\$15	\$15	\$1,500,000 \$1,500,000 \$1,500,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$50 sellers
Central Stores, Limited (new issue)	24,000	\$15	\$15	\$3,600,000 \$3,600,000 \$3,600,000	\$9,178	\$1.80 for 1906	10 %	\$18 buyers
Do. do. (Founders)	123	\$15	\$15	\$1,845,000 \$1,845,000 \$1,845,000	\$371	None		\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$26,075	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$56,218	Final div. of \$1 making \$7 for 1906	6 1/2 %	\$107 sa. & b.
Hotel des Colonies Company, Limited	9,000	\$1.25	\$1.25	\$1,125,000 \$1,125,000 \$1,125,000	Tls. 19,783	Final of 4/- = 16/- for 1905	10 1/2 %	Tls. 151
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,000 \$200,000	\$4,999	Final of \$6 making \$10	12 1/2 %	\$80
Umphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,167	80 cents for 1906	7 1/2 %	\$11 buyers
Fowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$374
Shanghai Land Investment Company, Limited	25,000	Tls. 50	Tls. 50	\$2,500,000 \$2,500,000 \$2,500,000	Tls. 61,787	Final div. of Tls. 3 & bonus Tls. 1 1/2 (old sh.) & div. of 1/2 & bonus of 1/2 (new sh.) for 1906	7 1/2 %	Tls. 301 sales
Do. do. (new issue)	25,000	Tls. 50	Tls. 50	\$2,500,000 \$2,500,000 \$2,500,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 63 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,250,000 \$1,250,000 \$1,250,000	none	none		\$60
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 73 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$21,600	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000 \$750,000 \$750,000	Tls. 150,000	Tls. 6 for year ended 30.9.06 (8 %)	9 %	Tls. 67 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000 \$800,000 \$800,000	Tls. 31,419	Tls. 8 for 1906	7 %	Tls. 105 sales
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	\$3,500,000 \$3,500,000 \$3,500,000	Tls. 50,663	Tls. 30 for 1906	13 1/2 %	Tls. 370
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$906	\$7 for 1906	8 1/2 %	\$80
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$8,004	\$86	\$1.75 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$1,097	\$3 for 1905	10 %	\$50
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1 for 1906	17 1/2 %	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 89	Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 58 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$1
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,555	80 cents for 1906	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500 \$187,500 \$187,500	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$161
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000 \$2,000,000 \$2,000,000	\$10,894	Final of \$1 1/2 making \$2.00 for 1906	10 1/2 %	\$19 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$420,000 \$420,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,598	\$1.00 @ for 10 months ending 28.2.06 (5 cents)	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 \$125,000 \$125,000	\$4,796	Interim div. of 15/- for 1905	10 %	\$220 buyers
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$75,000 \$75,000 \$75,000	\$4,361	Final of 18 making \$22 for year ending 31.12.06	9 1/2 %	\$242
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$21 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$38	Final of 50 cents making \$1 for the year	10 %	\$10
Mantschappij tot Land- en Landbouw- exploitatie in Lijakat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 30,374	First interim dividend of Tls. 7 1/2	11 1/2 %	Tls. 267 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,394	None		\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Final of Tls. 31 and bonus of Tls. 14 for year ending 31.12.06	4 1/2 %	Tls. 110 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	15 1/2 %	Tls. 118
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000 Tls. 21,824 Tls. 30,000	Tls. 7,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 112 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	7 1/2 %	Tls. 200 buyers
Shanghai Waterworks Company, Limited	8,175	\$20	\$20	Tls. 1,635,000	Tls. 85,592	Interim div. of 15/- for 1 year 1906		Tls. 342 sales
South China Moring Post, Limited	7,200	\$25	\$25	none	Dr. 44,934	Interim div. of 5/- for 1 year 1906		Tls. 352
Team Laundry Company, Limited	20,000	\$5	\$5	none	\$414	Final of 30 cents making \$1 (new sh.) for 1906	5 %	\$40 buyers
Canton Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$90,000 \$25,000	\$751	70 cents for year ended 31.5.1906	8 1/2 %	\$10
Do. (Founders)	100	\$10	\$10	\$1,000,000 \$1,000,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	\$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$182	Final of 3 cts. making 60 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$150,000				
DIVIDENDS PAYABLE.—								
China Sugar Refining Co., Ltd.							8 1/2 %	March 27th
Shanghai and Hongkong Wharf Co.,							7 1/2 %	27th
Union Insurance Society of Canton							5 1/2 %	April 1st

(ESTABLISHED 1881.)

SINGLE COPY, 25 CENTS

Mr. Thompson
James E. David & Co.

FOREIGN CONSTABLE

DASTARDLY CRIME IN HONGKONG.

The *N. C. D. News* in its last report — a serious outrage took place in the Wai-kei-ai district early yesterday morning. Unfortunately, it is the space of a fortnight before the police can be called upon to satisfactorily investigate the crime, and it was, naturally, difficult to find further details in time to enter the settlement of Birmingham Road. The *Police* in the Police House for Ch. Lee is said to have seen them and it is stated that they were all armed with guns or rifles. A native constable was on duty at the corner of Cunningham Elgin Roads, and he was promptly seized and forced into a hole in the road, where he was imprisoned by a shutter being placed across the road. The constable was the elder of the two roads was then broken into two gangs, and an eye-witness states that members of the band, with torches, were posted at each corner to give the alarm in case of interference. Another native constable approached the scene was shot at and fled.

the robbers were proceeding to loot the premises, a dog-cart could be seen to the West of the railway. Stationary Constable No. 12, who was on duty in the neighbourhood, P.C. Crow, who had been on patrol duty and was on duty to finish his beat, was informed of the matter by the constable in charge of the station, and went off to the scene of the disturbance. He was seen by the gang when approaching them along Cunningham Road, and after having expended one or two shots with his service revolver, he fired a third shot which fortunately a constable fell, mortally wounded. A report of firearms alarmed the inmates of the station. Arms and ammunition were seized by Inspector Chilvers who with the rest of the foreign force at the station hurriedly moved for the spot, only to find that all the robbers had escaped across country. P.C. Crow was severely lacerated by a shot in the arm. Life was pronounced extinct when he was taken to the Hospital on an ambulance, but he never spoke after being shot. He was a young man—only twenty-seven years of age—native of Killybegs, Co. Armagh, and the son of an officer in the Irish Constabulary, and was then in the force since November, 1904.

the vicinity of the crime was carefully searched by the police, and no less than twelve live cartridge shells were found in the neighbourhood. The residence in the neighbourhood, including the house of the victim, the Indian medic Shing and his wife, were awakened during the night, and thought that a riot was in progress. The outrage was the subject of general topic of conversation in the Settlement yesterday, and the unanimous feeling of the public was that in future the Indian and Chinese constables who have to patrol the streets at night must be armed. There was an armed constable near the scene of the murder, but he fired but, although he had a carbine, he had no ammunition, and he would therefore have been helpless against the gang. An inquest was opened on the body of P. C. Morrow yesterday morning, and adjourned until this morning after considerable evidence had been given.

It is understood that the police have good hopes of being able to arrest some of the gang, as the incident was reported to Hongkong

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tion by telephone the sergeant in the Charge
mishook the message that firing was
being place in Elgin Road for "a fire is taking
place in Elgin Road" and had the alarm rung.
Brigade turned out, only to see a covered
ambulance, surrounded by an armed escort,
going to the moment of going to press, no
more had been reported.

DEATH OF GENERAL TACHIBANA

A FAMOUS SOLDIER.

The death is announced of General Baron
Tachibana, who died in Tokyo on 7th inst, aged
70. The deceased was attacked by apoplexy
while on active service in Manchuria as Com-
mander of the Hiroaki Army Division, shortly
before the triumphal return of the Division.

he, deceased was the son of a samurai of Kuwana clan, which supported the Tokugawa Government in the Restoration struggle.

of a company, and fought against the forces of Satsuma and Choshu. Upon the accomplishment of the Restoration, he took up study of French in Tokyo with a view to entering the civil service. Upon the outbreak of the "Satsuma Rebellion," however, he joined the Imperial army as Major and again took field. He rose to the rank of Major-General in 1891. In the Japan-China War, he commanded at Nanchang with a detachment of 600 men on the rear and rendered valuable service in capturing the place. His valor was rewarded by a very high reputation for gallantry. He was created a Baron in recognition of the distinguished services rendered in the Japan-Russia war, obtaining the Third Class of the Order of the Sacred Treasure.

In the Russo-Japanese war, Baron Tachibana rendered valuable service in command of the 1st Provisional Division. In the battle of Mukden he repulsed an overwhelming force under General Gripenburg. In the battle of Mankin he was right wing of the left wing of Japanese army, and his services still remain fresh in the mind of the public. For these services he received the second class of the Golden Kite.

MILLONAIRES YACHT "ALCEDO,"
ARRIVAL IN PORT

The steam yacht *Alcedo*, 98½ reg. tons, Capt. R. C. Lovelund, owned by Mr. Geo. W. C. Drexel, arrived in port last Sunday—three days earlier than expected. On board were Mr. and Mrs. Drexel, Mr. L. S. Biddle, a nephew of Mr. Drexel's, and their family physician, Dr. J. H. Sharpe. The yacht carries a crew of 48 men. The *Alcedo* is from Philadelphia and en route to New York.

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around the world. On the 24th, she visited Labuan and took two tons of Binakaton oil, and left on the 25th, idem, for Bampar. After her visit to Brunei, she proceeded to the Philippines, thence to Hongkong. After crossing the northern waters for the next three months, she sailed on the 11th, for the Gulf of Mexico, to the United States via the Suez, Mail Steamer Kora, leaving Yokohama on the 27th, 1897.

George W. Childs Drury, who has been formerly the editor of the *Patheo-Saint-Petersburg*, and the *Journal of the Pacific*, is now the editor of the *Journal of the Pacific*, and is now the editor of the *Journal of the Pacific*.

HONGKONG ICE COMPANY LIMITED

EXTRAORDINARY MEETING.

An extraordinary general meeting of shareholders in the Hongkong Ice Company, Ltd., was held at the offices of the general manager, Messrs. Jardine, Matheson and Co., at 12.30 o'clock, last Thursday, for the purpose of amending the articles of association.

There were present: Hon. Mr. W. J. Gresson (chairman), Messrs. W. Parlane, Ho Fook, A. Rodgers, Lo Cheung Shing, C. W. May, C. H. Rose, A. Brooks Smith, T. S. Forrest, J. Barton and R. G. Munro (secretary).

The notice calling the meeting was read by the secretary.

Mr. Gresson proposed the first resolution, which reads thus: "That the following alterations be made in the Articles of Association, viz:—(a) That the words 'company or corporation' be inserted before the word 'persons' and the word 'for' in the second line of the definition 'The General Manager' in Article No. 2; (b) That the first six lines of Article No. 7 be eliminated and also the words 'the company' in the 7th line, and that the words 'Messrs. Jardine, Matheson & Co. Ltd.' shall be the general manager of the company and as long as they shall continue to be such general manager the managing director in the East of Messrs. Jardine, Matheson & Co. Ltd. or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co. Ltd. in Hongkong shall be the chairman of the company' be inserted; (c) That at the end of Article No. 13 the following words be added: 'All signatures of the general managers may be subscribed by such person or persons as may from time to time be thereto authorised by the general meeting of the company; the first five lines of Article No. 14 and also the word 'office' in the sixth line be eliminated and that the words 'as long as Messrs. Jardine, Matheson & Co. Ltd. shall be the general managers of the company the signature of the said Messrs. Jardine, Matheson & Co. Ltd. shall be necessary to cheques drawn for any purposes on the funds of the company at its head office' be inserted instead; (d) That the word 'their' be eliminated from the first line of Article No. 17 and the words 'and the' inserted instead and that the words 'of any general manager' be inserted before the word 'administrators' and the word 'shall' in the second line of Article No. 18; (e) That the word 'their' be eliminated from the first line of Article No. 18 and the words 'and the' inserted instead and that the words 'of any general manager' be inserted before the word 'administrators' and the word 'shall' in the second line of Article No. 18.

Mr. Ho Fook seconded.

Carried.

The second resolution: That the above Resolutions relating to the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907, was then put before the meeting.

Mr. Brooks Smith proposed its adoption.

Mr. Rodgers seconded.

Carried.

The Chairman: Thank you for your attendance, gentlemen.

The above resolutions being passed they will be submitted for confirmation at special resolutions to a second extraordinary meeting which will be subsequently convened.

LOST LAND RECOVERED.

NATIVE FIRM'S QUANDARY.

20th inst.

A portion of waste land at Kennedy Town has during the past week been given for the use of the Ng Wo Tak firm, marine store dealers, of No. 12, Holland Street, West Point, some inconvenience, to say truly. Part of the land belongs to the Crown and the other part to the Ng Wo Tak. But unfortunately for the Ng Wo Tak they do not know where their land commences and where it ends, and therefore during the past month or so have been storing their iron on what they thought was their own land, but in reality was the property of the Crown. This encroachment became known to Mr. Dillon, the land bailiff, and the Ng Wo Tak firm was summoned for the offence. The case was heard last week and the Court made an order that the iron be removed at once at the same time adjoining the same land until this morning. The Ng Wo Tak people were none the wiser as to which portion of the land was their property when the case was adjourned. True they shifted the iron, obeying the order of the Court, but the iron never left Crown land. When the second hearing of the case was called on before Mr. F. A. Hauland, this morning, Mr. E. J. Grist was retained by the defence to locate the land. He told the Court that his client had removed the iron from its original place, but still found that he was encroaching.

"It is a bad case," remarked his Worship. "It is known that man in defendant's employ are working on Crown land."

"The iron is very difficult to remove, your Worship," said Mr. Grist.

"They had no business there," went on his Worship.

"There is no mark to show which is Crown land and which is private property," said Mr. Grist. "If the Crown would show us where we are to dump."

"He can't dump anything anywhere except on his own property," interrupted his Worship.

"But the man owns property adjoining this Crown land," said Mr. Grist.

"At this stage the land bailiff entered the Court."

His Worship—Is this iron removed, Mr. Dillon?

Mr. Dillon—It wasn't removed yesterday, your Worship. It is still on Crown land.

Mr. Grist—That is the difficulty. We don't know which is Crown land and which is not.

Mr. Dillon obliged by drawing a sketch of the land and pointing out to Mr. Grist where his land was situated.

"Oh! I remarked Mr. Grist.

The defendant's name was then called, and a Chinaman, dressed in a black long coat entered the Court and stood beside the dock.

Mr. Dillon (pointing to the individual at the dock)—He is not the man that is summoned, your Worship.

His Worship (to the Chinaman)—Where is the man who came up last time?

"Outside," said the Chinaman.

"Call him in," said his Worship.

He is in Canton," remarked the Chinaman, connecting himself.

"They generally go to Canton when there is a case against them," said his Worship.

"This man is a partner in the firm," Mr. Grist said.

"How long can you take to clear away this iron?" asked the Court.

"Fourteen days," said the Chinaman.

"Fourteen days to clear away two tons of iron?" asked the Court.

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A BOGUS CHEQUE.

JAP. B. J. ARRESTED IN ATTEMPTING TO PASS IT.

A Japanese "boy," who described himself to the police as Sessuke Tonoi, twenty years of age, was arrested yesterday at the Hongkong and Shanghai Bank for attempting to pass a bogus cheque. Sessuke is scarcely any taller than the average Japanese, but he is round in proportion. He was dressed in black clothes, which fitted him rather loose. Up to yesterday he was in the employ of Liou C. S. Lloyd Thomas, H.M.S. *Janus*, as "boy." Before entering the service of Liou Thomas, Sessuke was engaged as Japanese teacher on board H.M.S. *Virago*.

Shortly after the fifth hour yesterday afternoon, Sessuke walked into the Hongkong and Shanghai Bank, after having loitered about the main corridor for a time. The place was not well filled with patrons and Sessuke walked up to the counter. He pulled out a cheque, and handing it to a clerk behind the counter, said he wanted it cashed. The cheque was signed "C. E. L. Thomas" and was for \$200.

The clerk took the cheque and went over to Mr. T. C. Putley's desk to consult the ledger. While thus employed, Mr. Putley arrived and the cheque was handed over to him to honour. At first sight the cheque looked genuine. When the amount had been entered in the account book, the cheque was scrutinized again before payment was made. It looked irregular on this occasion. Mr. Putley consulted the signature book and compared the signature on the cheque with two or three other signatures. Not only did the signature on the cheque fail to tally with the other signatures, but it differed in two particulars. Usually when Liou Thomas signs a cheque the day of the month is written in Roman figures, and the letters "R.N." go below his signature. On this cheque, however, the day of the month was spelled out, and the letters "R.N." did not appear. Another fault to be found with the cheque was the illegible way some words were spelt. The cheque was made out in the name of Liou Thomas and Company. The word "Cottam," was spelt on the cheque "Cattam," and the word "dollars" twisted into "dallars!"

When the cheque was discovered to have been a forgery the Japanese was told "to wait for a few minutes." He consented. In the meantime, Liou Thomas was sent for. On his arrival at the Bank he declared the cheque to be a forgery, and Sessuke was removed to the Central Police Station and turned over to Inspector Warnock.

At the Magistrate's Court this morning, Sessuke Tonoi was arraigned before Mr. C. A. D. Melbourne, on a charge of endeavouring to obtain the sum of \$200 from the Hongkong and Shanghai Banking Corporation on a forged cheque. To this charge the defendant pleaded not guilty.

Mr. Putley gave evidence as to what he knew of the affair. Liou Thomas swore that the signature on the cheque was not his, but he declared, "It is a very good imitation." The lieutenant produced his cheque-book and showed the Court that one form, together with a counterfoil, was missing from the book and said that the number of the found cheque corresponded with the missing form.

It took the Court exactly an hour and a half to go through the evidence and to commit the defendant to take his trial at the next Criminal Sessions.

ANOTHER YACHT ARRIVES.

ON ALL-THE-WORLD-ROUND TOUR.

Formerly the property of Lady de Bath, (Mrs. Langtry), and now the property of Lord Londale, and now chartered to Mr. C. L. Robinson of New York, for a tour round the world, the yacht *Norseman* arrived in the harbour, last Wednesday morning, from Manila. The *Norseman* left Southampton on the 27th September, travelling by slow stages; and calling at all points of interest all along the Mediterranean, and so on out to the Far East. The *Norseman* is a beautiful-rigged and an interesting feature of the voyage is that she came up from Manila under full sail instead of steam, occupying just under five days in the run.

The travellers consist of but a small party, comprising the charterer's own family and *entourage*, being the following: Mr. and Mrs. C. L. Robinson and two children, governess, maid and nurse, and Miss Whitmore and Dr. Tiggs. This vessel is a handsome craft, and is "palatially fitted up inside, and has often been the temporary floating home of the German Emperor, and his Majesty the King of the Netherlands. The *Norseman* is 168 tons net, has a length of 202 feet, breadth 28 and speed to knots. She carries a crew of 32 Europeans all told. She has many splendid apartments, including 8 state rooms. Her equipment is very modern, particularly her two oil launches. From Hongkong she will proceed to Japan, where she will cruise until May 1st, on which date she will start on her return trip, taking the route to Batavia or Singapore, according to the condition of the weather at that time.

On Tuesday morning, the 20th ult., the *Norseman* arrived just outside Labuan and a few minutes after having declined to take the pilot, stuck on the outer Harbour Shoal (marked with a black buoy) on a falling tide. With the assistance of the Government's *Drum* she came off about two hours later and it was then discovered that one of the blades of her propeller had struck round, consequently the vessel would not move either way, the propeller having but two feathering blades. The Coal Company sent out a tug, but she could do nothing that day owing to heavy weather. She was towed to the Coal Company's wharf to bunker. Native divers were engaged, who succeeded in turning the damaged blade round to its correct position, but it was found that the vessel could not go astern. However, it was decided to continue her trip to Brunei and from there to Manila.

CLAIM UNDER AN AGREEMENT.

In Summary Jurisdiction, at the Supreme Court, last Wednesday, before his Honour Mr. A. G. Wise, Pease Judge, presiding, Frederick Blunt, of No. 13 Queen's Road Central, sued Long Hing and Company, photographic goods dealers, of No. 17, Queen's Road Central, for recovery of the sum of \$720, being the amount due under an agreement dated 7th January, 1907. Mr. Otto Kong Sing appeared for the plaintiff, defendants being unrepresented, Messrs. Golding and Barlow, who were entered for the defence, having informed the Court that they were no longer instructed in the matter, nor did the defendants appear in person.

Plaintiff said the agreement was for the payment of \$1,000 on the transfer of the lease of the premises formerly occupied by the plaintiff, together with the cost of all the alterations and fittings made by the plaintiff, and that the same was made by instalments of \$100 each, and that the defendant had failed to pay any instalment.

Judgment for plaintiff with costs.

THE WRECK OF THE "DAKOTA."

Very little new light is thrown on the cause of the disaster to the G. N. S. *Dakota* by the Japanese papers received last Monday, but many interesting particulars are recorded.

The most reasonable solution which has been offered, in advance of the official inquiry, is put forward by Captain T. Schine, of the N. Y. K. *Hakusai-maru*, which brought off the passengers. His theory is that the navigating officer (Captain Francke and the second officer, are said to have been on the bridge) had not made sufficient allowance for the strong incoming current at this point. They are said twice to have heaved the ship's head out from the shore, and apparently thought they were sufficiently far out to clear the reef. There are two reefs off Shirahama; a large reef (Inshore) and a smaller one. The *Dakota* lies on the outer reef, her stern heading on her true course, westward.

On their way to Yokohama the European and American passengers resolved themselves into an Intergovernmental Committee, which was to be the sole channel for imparting information in regard to the wreck. Individual passengers declined to say anything for publication, but the Committee issued the following statement:

"We had a stormy and rough passage for most of the trip after leaving Seattle, but nearing the Japanese coast the weather settled somewhat, until on Sunday afternoon, the weather was simply delightful, in fact it was one of the most beautiful afternoons of our experience, with a warm glowing sun shining brightly. Everyone was on deck enjoying the warm sunshine and beautiful scenery of the Japanese coast, when about 5.05 p.m., a slight grating sound was heard, with practically no jar. This grating continued until the vessel came to a dead stop, the propellers still continuing to churn the water. We knew then that something had happened, but none of us for a moment suspected that the vessel was seriously damaged. A moment after the vessel stopped, she took a heavy list to the starboard, and her bow began to settle down in the water as if she was slipping over a ledge. The water rushed up and immediately about the fires in the engine room, and owing to the rapidly with which the vessel began settling, it seemed as if the whole bottom had dropped out under the huge engine-room. There was no excitement among the passengers, who remained on deck for fully fifteen minutes discussing the situation, when some of the ship's officers came and notified us at once to prepare for landing, telling us at the same time to bring along our hand-bags and what clothing we could hurriedly get together out of our staterooms. The ship's life-boats were lowered, and in answer to signals of distress hoisted, many sampans and police boats from the village of Shirahama and the surrounding coast came to the steamer, so that there was ample accommodation for all the passengers and crew without any crowding whatever. All of the passengers were transferred to boats without any confusion, the officers of the vessel, by their calm demeanour, inspiring all of us with confidence. Before reaching land it was already dark, but we are thankful to say that the weather continued beautiful, hardly a ripple disturbing the water. All were safely landed without incident on Sunday, the 18th inst., at Shirahama, and others at the village of Shirahama. The passengers, as we have said before, only brought along their hand-luggage, but late by means of sampans a great many recovered their stateroom trunks left in the stateroom. In the meantime, before the last of the passengers had left the vessel, the water had reached above the saloon deck at the forward end of the *Dakota*, making it absolutely impossible for baggage to be recovered from the baggage room. Having reached shore, the Japanese took splendid care of us under the circumstances, many refusing to take any money from the passengers for the accommodation given, but we tried to even up matters with them by leaving money for their schools. Owing to not having enough blankets to go around, a great many of the ladies, as well as the men, suffered some discomfort from the cold; otherwise we got along as well as could be expected."

The following resolutions have been passed by the passengers:

"Whereas, we, the passengers aboard the steamship *Dakota*, bound for Yokohama, having been unfortunately wrecked upon the Japanese coast, at a point near Nojima, house, more particularly known as the village of Shirahama, on Sunday afternoon, March 18th, 1907, at about 5 o'clock; and

"Whereas, during the trying ordeal experienced under these conditions, the Japanese residents who furnished hospitality and the provisions and government authorities, who extended us every possible consideration and attention, accorded us the most uniform courtesy in every instance, placing their homes and entire facilities at our disposal, relieving us of every effort to make our stay among them as pleasant, agreeable and comfortable as possible, exercising the greatest disregard of personal inconvenience and discomfort in contributing to our wants;

"Be it resolved that we hereby, each and every one of us, personally and collectively, extend to these Japanese people our profound thanks, assuring them of our great appreciation of the services rendered, courtesies extended, and the sincere spirit which prompted in being representative of the human fellowship for which the Japanese people are universally known."

"And be it further resolved that copies of these resolutions be sent to the American Ambassador at Tokyo with the request that same be brought to the attention of the proper Japanese authorities; also that copies be sent to the Associated and local Press and distributed among the passengers for personal reference and record in such form as might be decided most convenient."

The Japanese passengers have been less reticent and some of them have criticised the measures taken by the captain and officers after the disaster, while others say that nothing further could be done. One passenger is responsible for the statement that application was made by the second officer at the instance of the Mayor of Shirahama that Captain Francke should be placed under restraint, in consequence of an attempt on his part to commit suicide, and two German officers consented to watch him accordingly.

"Owing to a misunderstanding the villagers of Shirahama, with the Mayor at their head, were driven off from the ship, thus they first proffered their assistance. The villagers of Yokohama have been kept busy at work supplying the wrecked passengers with clothes."

Mr. Morita Yoshimatsu, of the Yokohama Naval Contractor Association, who has visited the scene of the disaster, is reported by the *Manchukuo* to have made the following statement: "The *Dakota* had been steaming at the rate of 16 knots, and her draught was 31 feet. About 70 per cent of the hull passed over the shoal. The fact that the vessel was not a hull-on-bottom wreck, but a hull-on-bottom wreck, is a fact which is not known here, and the fact that the vessel was not a hull-on-bottom wreck, but a hull-on-bottom wreck, is a fact which is not known here."

The *Dakota* was a hull-on-bottom wreck, and the fact that the vessel was not a hull-on-bottom wreck, but a hull-on-bottom wreck, is a fact which is not known here. The *Dakota* was a hull-on-bottom wreck, and the fact that the vessel was not a hull-on-bottom wreck, but a hull-on-bottom wreck, is a fact which is not known here.

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that, being in the shape of radiating star. The reason is that nothing can be done until the damage to her submerged parts has been patched up, and this is not possible in the circumstances. It has to be remembered, too, that the vessel is impaled on the rocks. To make matters worse, a strong wind peculiar to the district prevails at this time of the year. This, in itself, will not only make refloating work impossible, but can hardly fail to break the vessel up. It is true that the *Tokai Maru* and other vessels which, stranded on that coast, were refloated, but the place where they came to grief was about six miles nearer Tokyo Bay and the ground was sand, whereas the site of the present disaster is very rocky. Their position was consequently very much better than that of the *Dakota*. The only consolation is that the *Dakota* did not pass entirely over the shoal. If it had done so, she would have sunk, and there would probably have been heavy loss of life."

Mr. Atsumi, assistant manager of the N.Y.K.'s Yokohama office, who has examined the *Dakota*, is reported to have stated that in the event of a strong wind blowing within two or three days, the ship will certainly break up. It is impossible to approach the ship, and therefore, the cargo must be considered as lost.

THE LOSS OF COTTON.

Mr. Miller, the U.S. Consul-General at Yokohama, on behalf of the U.S. Government, addressed a letter of thanks to the Governor of Chiba, on 18th inst., for the splendid assistance rendered to the passengers and crew of the *Dakota* by the fishing vessels of Shirahama, both in rescuing the passengers and their effects from the ship, and in assisting the passengers and crew during their stay in the village. Mr. Miller enclosed a cheque for ¥300 for the fishermen.

Some of the *Dakota*'s passengers left Yokohama on 9th inst., and the remainder were to leave 12th inst., by the *Shirats* for Shanghai and Hongkong, their hotel expenses up to that date being borne by the Gray Northern Steamship Company.

Captain Francke is still at Shirahama, with several of the officers. On inquiry at the U.S. Consul-General at Yokohama on Monday, the *Japan Herald* was informed that nothing has been decided in regard to any inquiry. The Chinese crew were shipped to Hongkong and the white crew left for the State on the *Tremont* on 18th inst.

According to the *Asahi*, about 6,000 bales of American raw cotton went down with the *Dakota*. Of this quantity, 2,500 bales were consigned to the Mitsui Bussan Kaisha, about 1,000 bales to Mr. Hibiya, a leading cotton-merchant of Tokyo, and about 2,500 to Messrs. Carlowitz & Co. and other firms. All this cotton was shipped under contract with spinning companies and raw cotton merchants, and the contract price is much cheaper than the present market quotations. The Mitsui Bussan and other consignees insured the cotton for sums varying from 5 to 10 per cent, above purchase price, in accordance with custom. Speaking strictly from a legal point of view, says the *Asahi*, the consignees are entitled to demand the cancellation of the contracts on the ground that they have been incapacitated from discharging the goods or extending the contract by *vis major*, but in consideration of the advantage to their buyers, the consignees have offered to settle the matter by paying them the premium of the insurance. Some of the buyers, however, are opposed to this arrangement. They maintain that when the raw cotton market declined in such a case as the present, the Mitsui Bussan Kaisha completely ignored the interests of buyers, and delivered raw cotton of the same quality, which the company held in stock. The buyers had no option but to submit to the action of the Mitsui Bussan. In the present case, when the raw cotton market has gone up very high, the Mitsui Bussan should, strictly speaking, deliver the cotton from their stock, according to the company's usage in the past. It is selfish, these objectors contend, of the company to attempt to settle the matter merely by paying the insurance premium instead of delivering the goods as before, acting under the protection of law. Buyers are fully entitled to the insurance premium, and in receiving it they are in no way under any obligation to the Mitsui Bussan.

FURTHER PARTICULARS.

The *Japan Chronicle* of 9th inst. says:—Experts are still of opinion that there are some hopes of getting the *Dakota* off the rocks. Everything depends upon the weather. The *Asahi* states that one of the promoters of the Toyo Fishing Company, who examined the damages by means of diving apparatus, said that the place where the *Dakota* is lying is the spot shunned by all mariners, known as Onigase. If the operations for raising the steamer are commenced, they must occupy over a month, as the waves, which are constantly washing over her will seriously interfere with the operations. How the *Dakota* ever came to take the course which led to the disaster becomes more mysterious as the conditions under which she went aground are made known. When the great vessel was approaching Shirahama, it is said, the village—its father-people—were in a great state of excitement. They thought the vessel was disabled, for even the small coasting steamers trading at the ports in Awa Province never came so near, always keeping two or three miles from the treacherous coast. As previously stated, the rock which pierced the *Dakota* is a charted one, known locally as "Mashine," and as the fishermen know its position well, they were prepared for the crash which told that the *Dakota* was wrecked.

The *Japan Chronicle* states that an Intelligence Committee has been appointed by the passengers of the ill-fated vessel. The committee is composed of Messrs. Thompson, Dunwoody, Harbman and Schenckfeld.

The Grand and Oriental hotels yesterday presented an animated scene, as the *Dakota*'s passengers thronged the corridors and large reception rooms. It seemed as if every Chinese and Japanese tailor in the dominion of the Mikado had heard that the passengers had escaped with only their hand-bags and were in need of clothing. Riches, galore, through the hotel entrance ways, some piled up with silks and fancy kimono, while some of the more sensible vendors brought bundles of ready-made clothing, suitable for the temperature now existing, and it is needless to say they did a thriving business. Many of the gentlemen passengers had on small stateroom caps, and there was a demand for "hard shell" coverings for the upper story.

To look at the jolly, goodtempered passengers as they lounged around the hotels, one would think they had just gone through a ship wreck, sleeping in their clothes on their backs, and had hand-bags and when a representative of the *Advertiser* made a remark to this effect to some of them, one pleasant matron bound for Korea exclaimed:—"Well, you see we Americans and Anglo-Saxons look on the backside of life. We had all the experience that ship-wrecked people usually have. We were taken off in life-boats and lived on hard-boiled eggs for two hours, do you know?"

Inquiries were made by the *Japan Herald* as to the U.S. Government's position in regard to the *Dakota*. It was stated that the U.S. Government was in a position to do nothing for the *Dakota*, as the vessel was not a U.S. vessel, and the U.S. Government was not responsible for the loss of the vessel.

According to a Tokyo dispatch, the sales of Formosan lottery tickets in Tokyo have considerably increased of late. Even some of the higher officials are known to be buying these tickets. The authorities of the Tokyo City Government, considering that this state of affairs can no longer be ignored, have been searching for the agents of the tickets. Early on Sunday morning, Judges Kawashima, Owaki, Tanji, and Harada, and Procurator Mitsuhashi searched several houses in the city, and as the result of their investigations, five arrests were made on Sunday and Monday. It is expected that about ten more arrests will be made shortly.

THE FORMOSAN LOTTERY.

PARTIAL SITUATION.

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WITNESSES FOR THE PROSECUTION
BLUNDER.

100

REGULATIONS TO BE OBSERVED

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone-point downwards indicates a typhoon
the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day-only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. C. FIDG

Hongkong, Observatory, and January 1906.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF DIVIDEND PAID UP.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$11,000,000 \$250,000 \$17,735 \$150,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/31 = \$24.33 making \$40.80 for 1906	41 %	\$300 London 2 1/2
National Bank of China, Limited	99,925	£7	£6		\$74,099	\$2 (London 3/6) for 1905		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	61 %	1900
North China Insurance Company, Limited	10,000	£15	£5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000 \$400,000 \$456,407 \$125,137.31/- \$41,521.18-8	\$2,702,271	Interim div. of 1/3 for 1905	5 %	18 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$600,000 \$111,278 \$15,527 \$1,000,000	\$508,334	{ £2 and £3 special dividend for 1904	91 %	\$165 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$370,449 \$7,616	\$1,62,980	\$2 and bonus \$1 for 1905	81 %	90
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,483	\$435,236	\$40 for 1905	11 %	\$342
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$7,000 \$264,638 \$93,562	\$365	\$1 for 1906	51 %	\$18 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$144,386 \$120,000 \$280,938		\$2 1/2 for year ended 30.11.06	71 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$144,386 \$120,000 \$280,938 \$3,999	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	61 %	\$24
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$5,990 Tls. 20,000	Tls. 2,156	{ Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 51 sales
Shanghai Tug and Lighter Company, Limited	100,000	£1	£1	\$4,000,000 \$4,144	\$107,815	{ Interim div. of Tls. 1 1/2 for 1906	61 %	Tls. 10 buyers
Do. (Preference)	100,000	£1	£1	\$4,144		{ 1/- (Coupon No. 7) for 1906	21 %	43
"Steel" Transport and Towing Company, Limited	10,000	\$10	\$10	\$65,000 \$32,937	\$218	{ \$1.50 for year ending 30.1.1906	5 %	\$50
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 68,000 Tls. 410,479 Tls. 62,000 Tls. 81,200 Tls. 30,000			38 %	120
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 410,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	\$18,730	Final of Tls. 2 making Tls. 6 for 1906	11 %	Tls. 55 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$85,129	\$40,914	Final of \$15 making \$25 for 1905	21 %	\$118
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$1 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	51 %	Tls. 774 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000 \$26,011	\$12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	5 %	Tls. 15.20 sales
Grain Consolidated Mining Company, Limited	100,000	£1	£1	none	\$509,050	Interim of 50 cents for account 1906	10 %	G. \$10
South Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	\$8,745	{ No. 12 of 1/- = 48 cents		38
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.1.06	10 %	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$100,000 \$23,112 \$30,000 \$49,500 \$188,000	\$5,049	Final of 12d making \$5 for 1906	51 %	10 1/2 ex div.
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000 \$188,000	\$400,933	\$5 for 2nd half-year making \$12 for 1906	91 %	\$130 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$188,000	\$2,221	\$1 for 1905	81 %	\$12
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 100 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 3,997 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	51 %	Tls. 224 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	none	none			Tls. 224
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	71 %	Tls. 250 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$30,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$25,000	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30 sellers
Central Stores, Limited	6,000	\$15	\$15	\$9,000		{ \$1.80 for 1906	10 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000	\$9,178	{ 7 % for 1906		\$16 buyers
Do. (Founders)	113	\$15	\$15			None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,075 \$26,075	1371	\$5 for second half-year making \$10 for 1906	81 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	61 %	\$127 sa. & b.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 25,000 Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 158
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,090	Final of \$6 making \$10	12 1/2 %	\$80
Thompsons Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,386 \$50,000	\$11,167	80 cents for 1906	71 %	\$11 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$2 1/2 for 1906	61 %	\$374
Shanghai Land Investment Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 61,178	{ Final div. of Tls. 38 bonus Tls. 1 1/2 (old sh.) & div. of 75 cts. & bonus of 1 cts. (new sh.) for 06	71 %	Tls. 1014 sales
Do. do. (new issue)	15,000	Tls. 50	Tls. 50	none	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	81 %	Tls. 63 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none				\$60
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.15 6	13 1/2 %	Tls. 73 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$100,000	\$21,660	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 %	Tls. 67 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,479	Tls. 8 for 1906	7 %	Tls. 105 sales
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 25,257	Tls. 50,663	Tls. 10 for 1906	13 1/2 %	Tls. 370
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$906	\$7 for 1906	81 %	\$80
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	none	\$856	1/3 per share for 1905	81 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	\$1 for 1906		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 3 making Tls. 10 for 1905	17 1/2 %	Tls. 58 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$85	60 cents for year ended 28.2.06	61 %	\$91
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	\$2,555	80 cents for 1906	0 %	\$9 sa. & buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000 \$111,000 \$500,000	\$10,804	\$1.30 for year ending 31.7.1906	8 %	\$161
Green Island Cement Company, Limited	200,000	\$10	\$10	\$200,000	\$20,893	Final of \$1 1/2 making \$2.00 for 1906	10 1/2 %	\$19 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$2,568	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06	71 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	65 cents	10 %	\$320 buyers
Hongkong Ice Company, Limited	1,000	\$25	\$25	\$105,000	\$4,361	Int. div. of \$20 for 10 months ending 18.10.05	0 1/2 %	\$244
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	Final of \$18 making \$22 for year ending 31.12.06	81 %	\$21 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$3,500	\$88	\$9 for 1905 on 5 shares	11 %	\$9 buyers
Maatschappij tot Mijl-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Final of 50 cents making \$1 for the year	11 1/2 %	Tls. 2074 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. F. 34,324	First interim dividend of Tls. 7 1/2	11 1/2 %	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	41 %	Tls. 110 sellers
Shanghai Horse Bazaar Co., Ltd.	5,100	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	15 1/2 %	Tls. 38
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 118 sellers
Shanghai-Sumatra Tobacco Company, Limited	8,000	Tls. 20	Tls. 20	Tls. 50,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	21 %	Tls. 130 buyers
Shanghai Waterworks Company, Limited	3,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 285 sales
South China Morning Post, Limited	7,000	\$25	\$25	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906		\$25
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$214	None	5 %	\$6 buyers
United Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of 40 cents for account 1906	71 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$25,000	\$752	{ 70 cents for year ending 31.5.1906	81 %	\$150
Do. (Founders)	1,100	\$10	\$10	\$300,000 \$25,000	\$7,734	\$9.90	81 %	\$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Interim of 40 cents for account 1906	81 %	\$12 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE:—								
Hongkong Rope Manufacturing Co., Ltd.							\$2	March 23rd
China Sugar Refining Co., Ltd.							\$5	27th
Shanghai and Hongkong Wharf Co.							\$24	Apr 11, 23rd
Union Insurance Society of Canton								